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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ANKENY, IA

ANKENY RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36

NA when local weather not available.

ATLANTIC, IA

ATLANTIC MUNI RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

Category D, 800-2½.

NA when local weather not available.

BRANSON, MO

BRANSON RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

²Category D, 800-2¼.

BURLINGTON, IA

SOUTHEAST IOWA
RGNL ILS or LOC Rwy 36¹
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30

NA when local weather not available.

¹ILS, LOC, Category D, 800-2¼.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU
RGNL ILS or LOC Rwy 10¹²
LOC/DME BC Rwy 28¹
RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28¹³

¹NA when local weather not available.

²ILS, LOC, Categories A, B, 1000-2;

Categories C, D, 1000-3.

³Categories A,B,C,D, 900-2¼.

NAME ALTERNATE MINIMUMS

CEDAR RAPIDS, IA

THE EASTERN IOWA ILS or LOC Rwy 9¹
ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 27

NA when local weather not available.

¹NA when control tower closed.

CHARLES CITY, IA

NORTHEAST
IOWA RGNL LOC Rwy 12
NDB Rwy 12
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.

CHEROKEE, IA

CHEROKEE
COUNTY RGNL RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36¹

NA when local weather not available.

¹Categories A, B, 800-2¼.

CLINTON, IA

CLINTON MUNI RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL ILS or LOC/DME Rwy 2¹
LOC/DME BC Rwy 20¹
VOR Rwy 13²

¹NA when local weather not available.

²Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS
COUNCIL BLUFFS, IA
 COUNCIL
 BLUFFS MUNI RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 VOR-A

NA when local weather not available.

CRESTON, IA
 CRESTON MUNI RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34

NA when local weather not available.

DAVENPORT, IA
 DAVENPORT MUNI RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 33
 VOR Rwy 3
 VOR Rwy 21

NA when local weather not available.

DECORAH, IA
 DECORAH MUNI RNAV (GPS) Rwy 29

NA when local weather not available.

DES MOINES, IA
 DES MOINES INTL ILS or LOC Rwy 5¹
 ILS or LOC Rwy 31¹
 ILS or LOC Rwy 31¹
 RNAV (GPS) Rwy 5²
 RNAV (GPS) Rwy 13²
 RNAV (GPS) Rwy 31²
 VOR/DME Rwy 23³

¹Category E, 900-2½.

²NA when local weather not available.

³Category C, 800-2¼; Category D, 800-2½.

DUBUQUE, IA
 DUBUQUE RGNL RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 RNAV (GPS) Rwy 36
 VOR Rwy 13¹
 VOR Rwy 31¹
 VOR Rwy 36

NA when local weather not available.

¹Category D, 800-2¼.

ESTHERVILLE, IA
 ESTHERVILLE MUNI RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34

NA when local weather not available.

FAIRFIELD, IA
 FAIRFIELD MUNI RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS
FORT DODGE, IA
 FORT DODGE RGNL RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30
 VOR Rwy 12
 VOR/DME Rwy 30

NA when local weather not available.

FORT LEONARD WOOD, MO
 WAYNESVILLE-ST. ROBERT RGNL
 FORNEY FIELD ILS or LOC Rwy 14¹²
 NDB Rwy 32¹
 RNAV (GPS) Rwy 14²
 RNAV (GPS) Rwy 32²
 VOR Rwy 14¹
 VOR Rwy 32¹

¹NA when control tower closed.

²NA when local weather not available.

GRINNELL, IA
 GRINNELL RGNL NDB Rwy 13
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO
 LAWRENCE
 SMITHMEMORIAL RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35

NA when local weather not available.

IOWA CITY, IA
 IOWA CITY MUNI RNAV (GPS) Rwy 25
 RNAV (GPS) Rwy 30
 VOR-A

NA when local weather not available.

IOWA FALLS, IA
 IOWA FALLS MUNI RNAV (GPS) Rwy 31

NA when local weather not available.

JEFFERSON CITY, MO
 JEFFERSON CITY
 MEMORIAL ILS or LOC Rwy 30¹²³
 NDB Rwy 12¹⁴
 RNAV (GPS) Rwy 12³⁵
 RNAV (GPS) Rwy 30³⁵

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

⁵Category C, 800-2¼; Category D, 800-2½.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 2000 before turning on course.

AMES, IA

AMES MUNI

DEPARTURE PROCEDURE: **Rwys 1, 13, 31**, climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

ANKENY, IA

ANKENY RGNL

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 150° to 2100 before turning on course. **Rwy 36**, climb heading 040° to 3000 before turning on course.

NAME TAKE-OFF MINIMUMS

ATLANTIC, IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12**, 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 119° to 1700 before proceeding on course. **Rwy 20**, climb heading 198° to 2300 before proceeding on course. **Rwy 30**, climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2**, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12**, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20**, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30**, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA

AUDUBON COUNTY

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.**AURORA, MO**

JERRY SUMNERS SR. AURORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.**BELLE PLAINE, IA**

BELLE PLAINE MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.**BLOOMFIELD, IA**

BLOOMFIELD MUNI (4K6)

ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.NOTE: **Rwy 18**, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.**BOLIVAR, MO**

BOLIVAR MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. w/ min. climb of 252' per NM to 1400.NOTE: **Rwy 18**, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36**, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.**BOONE, IA**

BOONE MUNI (BNW)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.NOTE: **Rwy 15**, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.**BOONVILLE, MO**

JESSE VIETTEL MEMORIAL

NOTE: **Rwy 18**, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36**, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.**BOWLING GREEN, MO**

BOWLING GREEN MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**BRANSON, MO**

BRANSON (BBG)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.NOTE: **Rwy 14**, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32**, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.**BROOKFIELD, MO**

NORTH CENTRAL MISSOURI RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 246' per NM to 1400.NOTE: **Rwy 36**, tower 3197' from departure end of runway, 1744' right of centerline, 319' AGL/1169' MSL.**BURLINGTON, IA**

SOUTHEAST IOWA RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.DEPARTURE PROCEDURE: **Rwys 30, 36**, climb runway heading to 1500 before turning.**CABOOL, MO**

CABOOL MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.**CAMDENTON, MO**

CAMDENTON MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.**CAPE GIRARDEAU, MO**

CAPE GIRARDEAU RGNL

TAKE-OFF MINIMUMS: **Rwys 10, 20**, 200-1 or std. with a min. climb rate of 220' per NM to 600.DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course.

CARROLL, IA

ARTHUR N. NEU

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31**, 300-1.**CARUTHERSVILLE, MO**

CARUTHERSVILLE MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 250' per NM to 600.NOTE: **Rwy 36**, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.**CEDAR RAPIDS, IA**

THE EASTERN IOWA

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1300 before turning left.**CHARLES CITY, IA**

NORTHEAST IOWA RGNL (CCY)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.NOTE: **Rwy 12**, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.**CHEROKEE, IA**

CHEROKEE COUNTY RGNL (CKP)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-environmental. **Rwy 36**, 300-1¼ or std. w/ min. climb of 373' per NM to 1600.DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.**CHILLICOTHE, MO**

CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.**CLARINDA, IA**

SCHENCK FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1. **Rwy 31**, 700-2. DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31**, climb runway heading to 1700 before turning.**CLARION, IA**

CLARION MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 14**, 300-1.**CLINTON, IA**

CLINTON MUNI (CWI)

ORIG 09015 (FAA)

NOTE: **Rwy 3**, obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14**, tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21**, tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32**, antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.**COLUMBIA, MO**

COLUMBIA RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.**CORNING, IA**

CORNING MUNI (CRZ)

AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100' AGL/1329' MSL. **Rwy 36**, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.**COUNCIL BLUFFS, IA**

COUNCIL BLUFFS MUNI (CBF)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA-Runway under construction.NOTE: **Rwy 36**, trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA**ELLEN CHURCH FIELD**

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1700 before turning.

CRESTON, IA**CRESTON MUNI**

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 16**, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34**, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO**CUBA MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA**DAVENPORT MUNI**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 21**, climb runway heading to 3000 before turning left.

DECORAH, IA**DECORAH MUNI (DEH)****AMDT 1 08157 (FAA)**

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: **Rwy 11**, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29**, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA**DENISON MUNI (DNS)****ORIG 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA**DES MOINES INTL**

NOTE: **Rwy 5**, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13**, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31**, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO**DEXTER MUNI (DXE)****AMDT 3 08213 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 36**, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA**DUBUQUE RGNL**

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA**EAGLE GROVE MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.

EMMETSBURG, IA**EMMETSBURG MUNI**

TAKE-OFF MINIMUMS: **Rwys 4, 35**, 300-1.

EXCELSIOR SPRINGS, MO**EXCELSIOR SPRINGS MEMORIAL**

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA**FAIRFIELD MUNI**

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-environmental

FARMINGTON, MO**FARMINGTON RGNL**

DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO**FESTUS MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA**FOREST CITY MUNI**

TAKE-OFF MINIMUMS: **Rwys 9, 33**, 300-1.

FORT DODGE, IA**FORT DODGE RGNL (FOD)****ORIG 07354 (FAA)**

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 240° to 1800 before turning south.

NOTE: **Rwy 6**, trees beginning 1266' from departure end of runway, 442' left of centerline, up to 57' AGL/1207' MSL. **Rwy 12**, tree 532' from departure end of runway, 414' left of centerline, up to 49' AGL/1179' MSL, trees beginning 506' from departure end of runway, 5' right of centerline, 49' AGL/1188' MSL. **Rwy 24**, sign 57' from departure end of runway, 245' right of centerline, 35' AGL/1085' MSL. Tree 1264' from departure end of runway, 595' right of centerline, 64' AGL/1114' MSL. Sign 54' from departure end of runway, 253' left of centerline, 33' AGL/1083' MSL. **Rwy 30**, trees and pole beginning 195' from departure end of runway, 31' left of centerline, up to 20' AGL/1165' MSL.

FREDERICKTOWN, MO**FREDERICKTOWN RGNL**

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO**ELTON HENSLEY MEMORIAL (FTT)****AMDT 1 09071 (FAA)**

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA**GRINNELL RGNL (GGI)****AMDT 1 08157 (FAA)**

NOTE: **Rwy 13**, road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31**, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

HAMPTON, IA**HAMPTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 35**, 300-1.

HANNIBAL, MO**HANNIBAL RGNL (HAE)****ORIG 09127 (FAA)**

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA

HARLAN MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33**, 300-1.**HARRISONVILLE, MO**

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¾ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17**, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI

NOTE: **Rwy 16**, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, IFR take-off NA.DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 4000 before turning.**IOWA CITY, IA**

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25**, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

ORIG 09071 (FAA)

NOTE: **Rwy 13**, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1%. **Rwy 27**, 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1200 before proceeding on course. **Rwy 12**, climb heading 120° to 1100 before proceeding on course. **Rwy 27**, climb heading 268° to 1100 before proceeding on course. **Rwy 30**, climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9**, glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12**, trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27**, hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerline, up to 100' AGL/759' MSL. **Rwy 30**, light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23**, std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 134° to 2500 before proceeding on course. **Rwy 18**, climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23**, climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13**, multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18**, obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23**, multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31**, multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER (LAKE OZARK), MO

LEE C. FINE MEMORIAL

NOTE: **Rwy 3**, multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21**, multiple trees beginning 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2 ¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3**, 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19**, 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21**, 200-1¼ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 008° to 2000 before proceeding on course. **Rwy 3**, climb via heading 033° to 1900 before proceeding on course. **Rwy 19**, climb via heading 188° to 2500 before proceeding on course. **Rwy 21**, climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1**, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3**, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19**, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL. tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21**, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL

NOTE: **Rwy 1R**, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL

NOTE: **Rwy 2**, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20**, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centerline, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

**KEOKUK, IA****KEOKUK MUNI**

NOTE: **Rwy 8**, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 33**, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO**KIRKSVILLE RGNL**

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-turf runways. NOTE: **Rwy 18**, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

LAMAR, MO**LAMAR MUNI (LLU)****ORIG 08101 (FAA)**

NOTE: **Rwy 3**, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21**, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA**LE MARS MUNI**

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36**, climb to 3500 before turning on course. NOTE: **Rwy 18**, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEE'S SUMMIT, MO**LEE'S SUMMIT MUNI**

NOTE: **Rwy 18**, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29**, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO**LEXINGTON MUNI**

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO**MALDEN RGNL (MAV)****ORIG 09295 (FAA)**

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.

NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA**JAMES G. WHITING MEMORIAL FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1600 before turning.

MAQUOKETA, IA**MAQUOKETA MUNI**

DEPARTURE PROCEDURE: **Rwy 33**, climb runway heading to 1300 before turning.



**MARSHALL, MO****MARSHALL MEMORIAL MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36**, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO**NORTHWEST MISSOURI RGNL (EVU)****AMDT 3 09183 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 323° to 1800 before turning right. **Rwy 36**, for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO**MEXICO MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA**FULLER**

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36**, 300-1. **Rwy 27**, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

MONETT, MO**MONETT MUNI**

NOTE: **Rwy 18**, multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36**, multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

MONTICELLO, IA**MONTICELLO RGNL**

NOTE: **Rwy 15**, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO**LEWIS COUNTY RGNL**

NOTE: **Rwy 36**, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO**MIDWEST NATIONAL AIR CENTER (GPH)****AMDT 1 07354 (FAA)**

NOTE: **Rwy 18**, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA**MOUNT PLEASANT MUNI**

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1. **Rwy 33**, 500-2 or std. with a min. climb of 280' per NM to 1400.

MOUNTAIN GROVE, MO**MOUNTAIN GROVE MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 26**, 300-1.

MOUNTAIN VIEW, MO**MOUNTAIN VIEW**

TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.

DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA**MUSCATINE MUNI**

DEPARTURE PROCEDURE: **Rwys 6, 24, 30**, climb runway heading to 2300 before proceeding on course. **Rwy 12**, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO**NEOSHO HUGH ROBINSON**

NOTE: **Rwy 1**, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19**, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEW MADRID, MO**COUNTY MEMORIAL**

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.



NEWTON, IA**NEWTON MUNI**

NOTE: **Rwy 14**, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA**OELWEIN MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA**ORANGE CITY MUNI**

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

OSAGE BEACH, MO**GRAND GLAIZE-OSAGE BEACH**

DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA**OSKALOOSA MUNI (OOA)****ORIG 09295 (FAA)**

NOTE: **Rwy 13**, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA**OTTUMWA RGNL (OTM)****ORIG 09071 (FAA)**

NOTE: **Rwy 4**, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13**, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22**, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31**, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA**PELLA MUNI (PEA)****AMDT 1 08325 (FAA)**

NOTE: **Rwy 16**, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34**, trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL.

PERRY, IA**PERRY MUNI (PRO)****ORIG 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental. NOTE: **Rwy 14**, tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32**, trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA**POCAHONTAS MUNI (POH)****AMDT 2A 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Turf. **Rwy 29**, 300-1.

POINT LOOKOUT, MO**M. GRAHAM CLARK-TANEY COUNTY**

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO**POPLAR BLUFF MUNI**

NOTE: **Rwy 18**, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, up to 103' AGL/428' MSL. **Rwy 36**, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO**WASHINGTON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1600 before turning left.

NOTE: **Rwy 20**, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA**RED OAK MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 400-1. **Rwys 31, 35**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 13, 17, 31, 35** climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA ROCK RAPIDS MUNI

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

ROLLA, MO

ROLLA DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2 or std. with a min. climb of 311' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 090° to 1500 before proceeding on course.

NOTE: **Rwy 9**, tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

ST. CHARLES, MO

ST. CHARLES COUNTY SMARTT

TAKE-OFF MINIMUMS: **Rwy 36**, std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: **Rwy 36**, tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO

ROSECRANS MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2½ or std. with a min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13**, tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17**, trees beginning 2691' from departure end of runway, across course line, up to 109' AGL/928' MSL. **Rwy 31**, trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2½ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34**, 300-2½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16**, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34**, multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24**, 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L**, 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R**, 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6**, railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11**, control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L**, multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R**, multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24**, multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L**, road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R**, obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48' AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R**, 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L**, 400-1½ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L**, obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R**, antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L**, trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23**, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36**, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2 ¼ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4**, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12**, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI

NOTE: **Rwy 20**, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA

SIOUX CENTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**SIOUX CITY, IA**

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, climb via heading 310° to 2000 before turning east. **Rwy 35**, for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13**, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31**, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35**, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA

MATHEWS MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 3000 before turning. **Rwy 29**, climbing right turn heading 360° to 3000 before turning.

TRENTON, MO

TRENTON MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA**VINTON VETERANS MEMORIAL AIRPARK**

DEPARTURE PROCEDURE: **All Rwy's**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO**SKYHAVEN**

NOTE: **Rwy 13**, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18**, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36**, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

WASHINGTON, IA**WASHINGTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WASHINGTON, MO**WASHINGTON RGNL (FYG)****AMDT 1 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2½ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL.

Rwy 33, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL.

Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA**WATERLOO RGNL**

NOTE: **Rwy 6**, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24**, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36**, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

WAVERLY, IA**WAVERLY MUNI**

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

WEST PLAINS, MO**WEST PLAINS MUNI**

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18**, multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36**, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA**GEORGE L. SCOTT MUNI**

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700 before turning.

WHITEMAN AFB (KSZL)**KNOB NOSTER, MO. ORIG, 09155**

TAKE-OFF OBSTACLES: **Rwy 1**, Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline.

Rwy 19, Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA**WINTERSET-MADISON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

Use Ottumwa altimeter setting.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

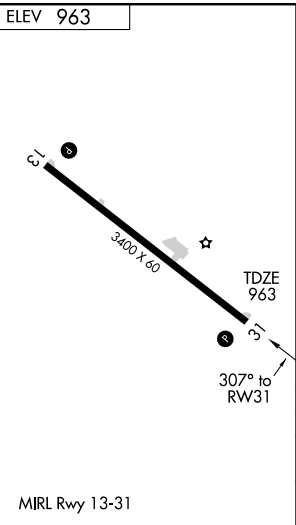
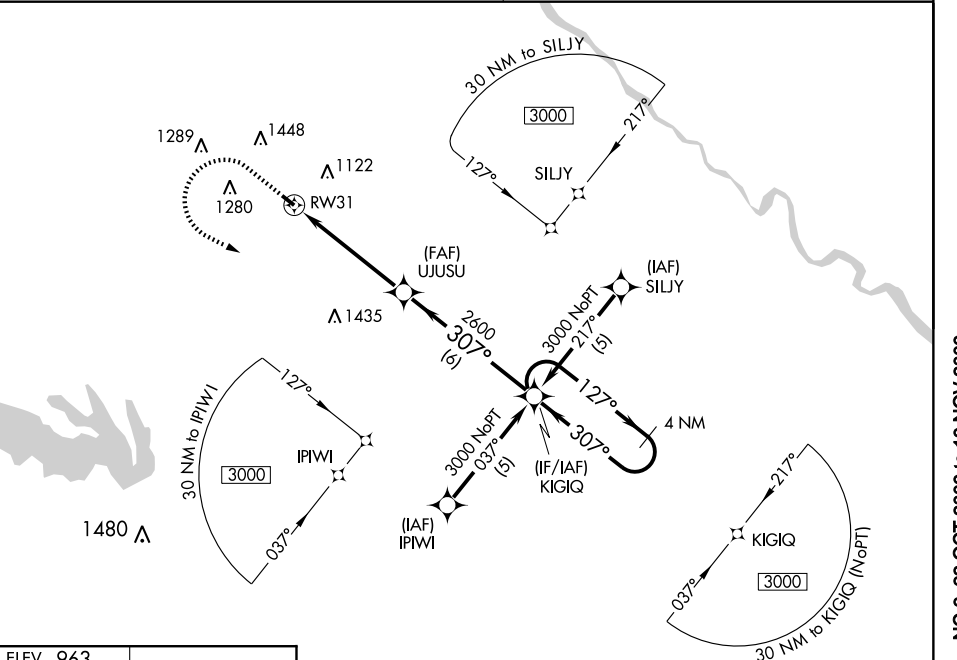
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct KIGIQ WP and hold.

CHICAGO CENTER

118.15 354.1

UNICOM

122.8 (CTAF)



NC-3: 22 OCT 2009 to 19 NOV 2009

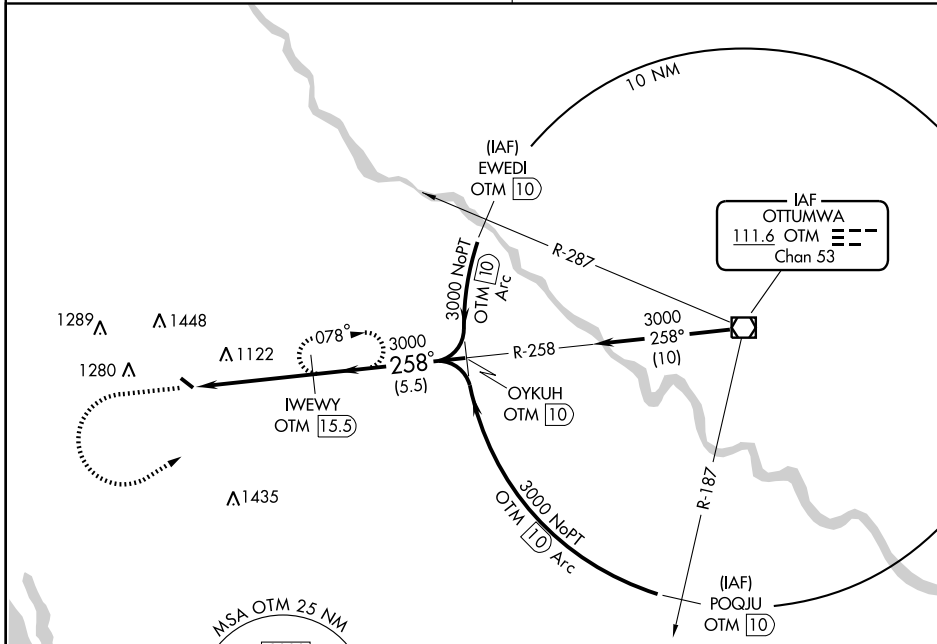
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VOR/DME-A
ALBIA MUNI (4C8)

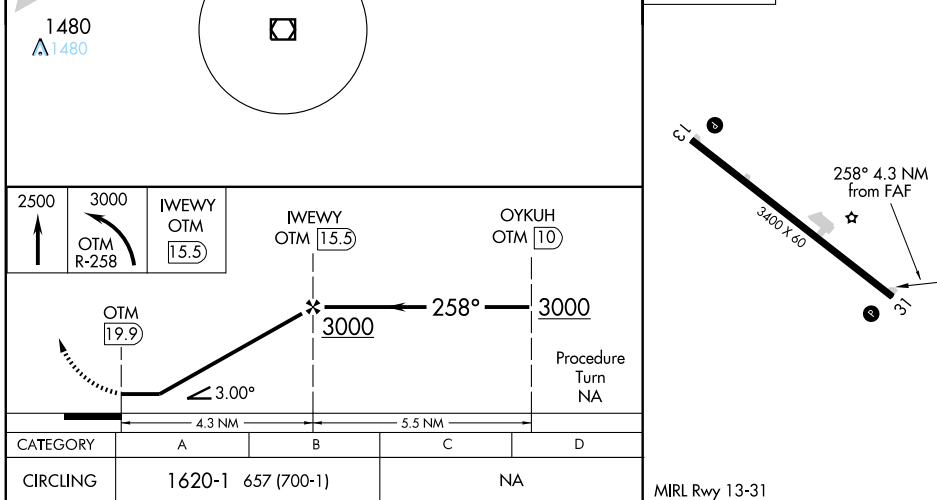
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A NA Use Ottumwa altimeter setting.

MISSED APPROACH: Climb to 2500 then left climbing turn to 3000 via OTM R-258 to IWEWY/OTM 15.5 DME and hold.

CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 
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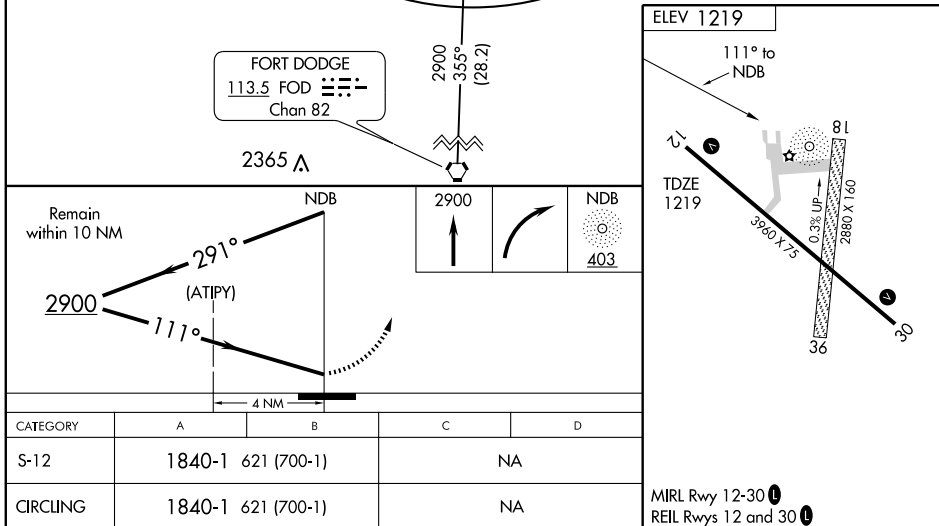
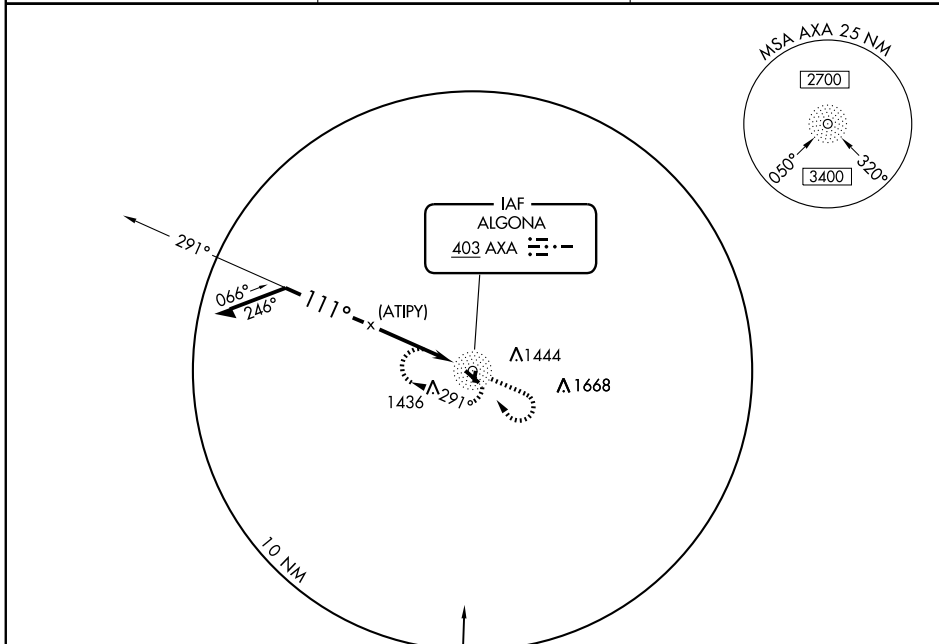
ELEV 963	
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NDB or GPS RWY 12

ALGONA MUNI (AXA)

		MISSED APPROACH: Climb to 2900 then right turn direct AXA NDB and hold.	
AWOS-3 118.475		MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0



APP CRS 309°	Rwy Idg TDZE Apt Elev	3960 1219 1219
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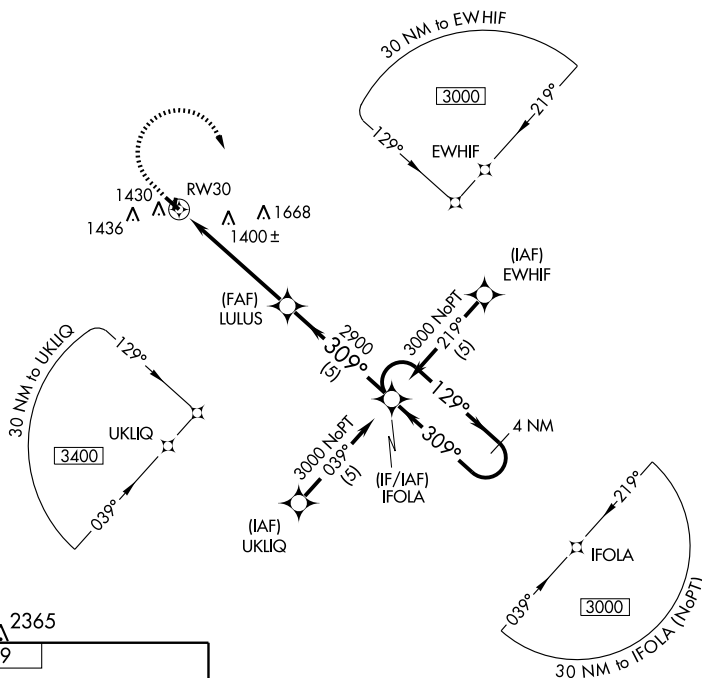
RNAV (GPS) RWY 30
ALGONA MUNI (AXA)

A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

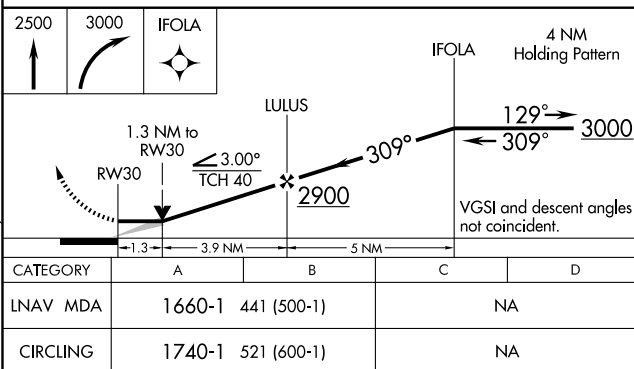
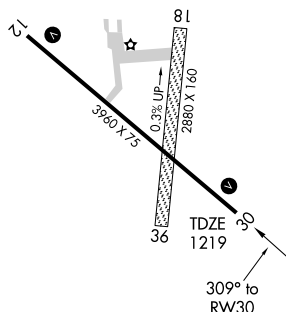
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct IFOLA WP and hold.

AWOS-3
118.475

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**

	ELEV	1219	
--	------	------	--



MIRL Rwy 12-30 **L**
REIL Rwy 12 and 30 **L**

VORTAC FOD 113.5 Chan 82	APP CRS 355°	Rwy Idg TDZE Apt Elev N/A N/A 1219
--	------------------------	--

VOR/DME or GPS-A

ALGONA MUNI (A.X.A.)

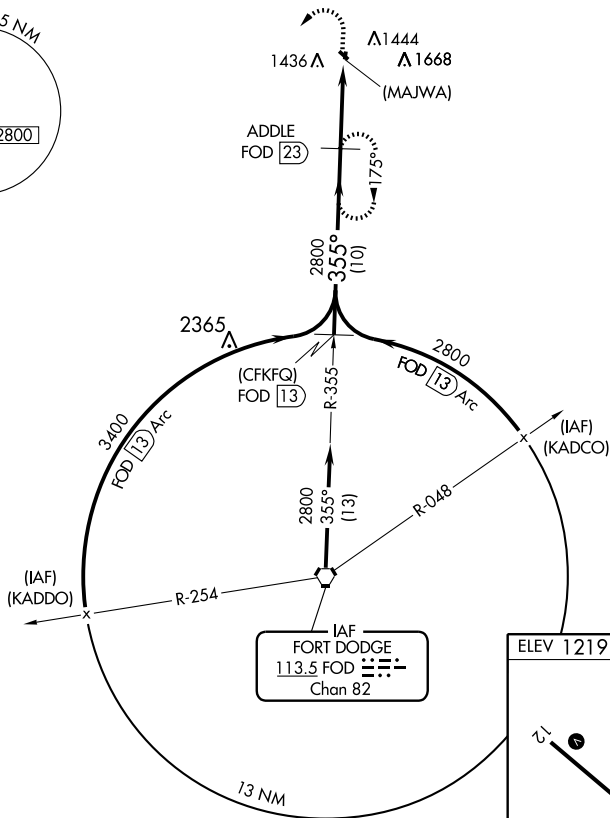
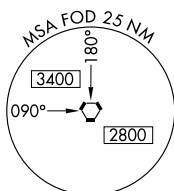


MISSED APPROACH: Climb to 2800 then left turn via FOD R-355 to ADDLE 23 DME and hold.

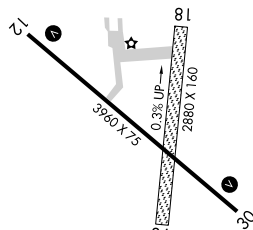
AWOS-3
118.475

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0





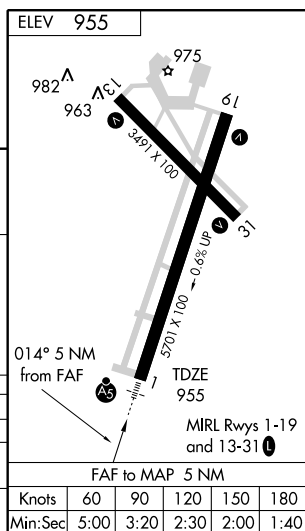
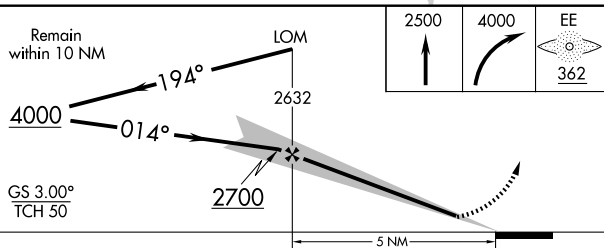
ELEV 1219



MIRL Rwy 12-30 0
REIL Rws 12 and 30 0

(CFKFQ) FOD 13	2800	355°	2800	ADDLE FOD 23	2800	(MAJWA) FOD 27.8
Procedure Turn NA	10 NM		4.8 NM			
CATEGORY	A	B	C	D		
CIRCLING	1780-1 561 (600-1)	1800-1¼ 581 (600-1¼)	NA			


 NA		MALSR 	MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MERLE LOM and hold.	
ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0 0	UNICOM 122.7 (CTAF)	



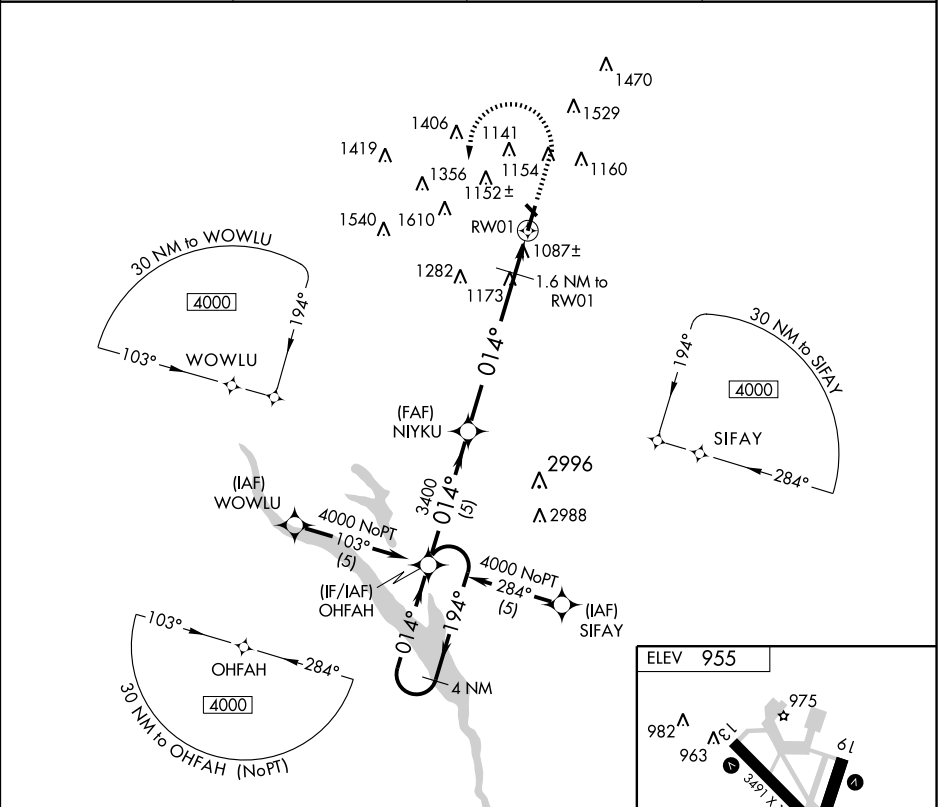
APP CRS	Rwy Idg	5701
014°	TDZE	955
	Apt Elev	955

RNAV (GPS) RWY 1

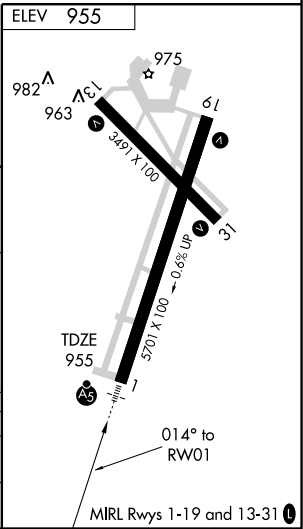
AMES MUNI (AMW)

 NA	For inoperative MALSR, increase LNAV Cat D visibility to 1 1/4. DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct OHFAH WP and hold.
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ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0 0	UNICOM 122.7 (CTAF)
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	4 NM Holding Pattern	OHFAH	NIYKU	2500	4000	OHFAH
4000	← 194°	014° →	014°	1.6 NM to RW01	3.01 TCH 50	1.1 NM to RW01
			3400			
			1500			
CATEGORY	A	B	C	D		
LNAV MDA	1340-1/2	385 (400-1/2)		1340-1	385 (400-1)	
CIRCLING	1440-1	485 (500-1)	1460-1/2	1520-2	565 (600-2)	
			505 (600-1/2)			

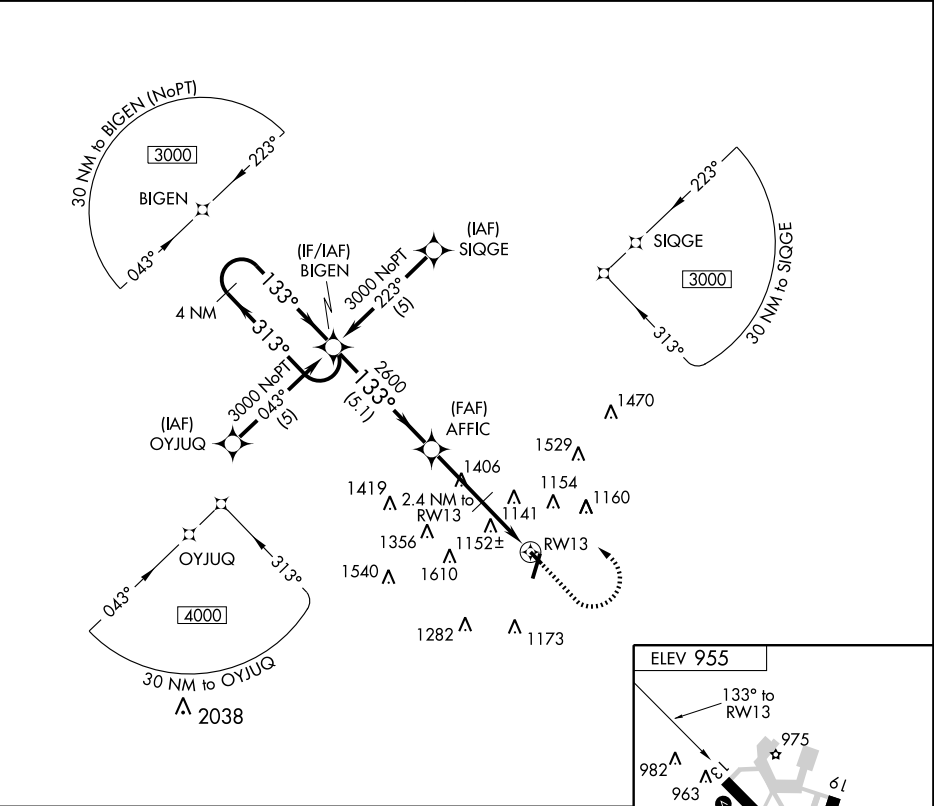


APP CRS 133°	Rwy Idg 3491
	TDZE 930
	Apt Elev 955

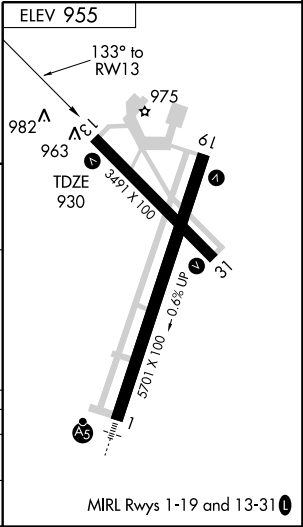
RNAV (GPS) RWY 13

AMES MUNI (AMW)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct BIGEN WP and hold.	
ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0 0	UNICOM 122.7 (CTAF)



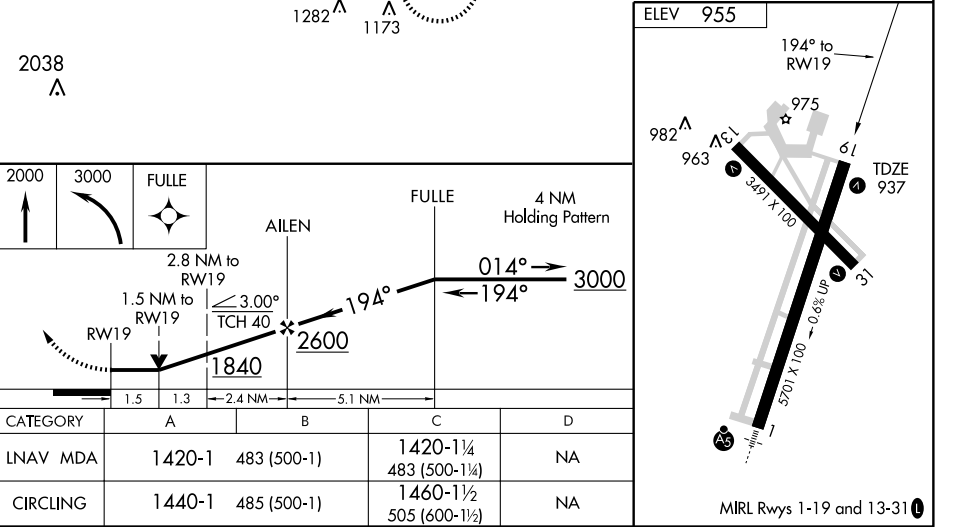
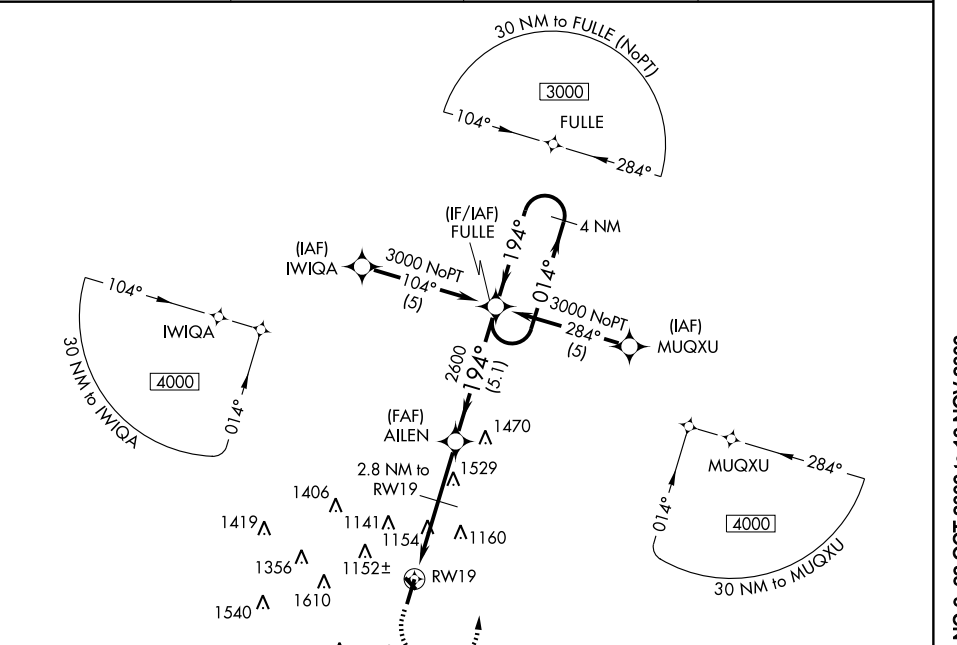
4 NM Holding Pattern		BIGEN		AFFIC		2500	3000	BIGEN	
3000		313°		133°		2.4 NM to RW13		RW13	
2600		3.00°		TCH 43		1720		RW13	
1720		5.1 NM		2.7 NM		2.4 NM			
CATEGORY	A	B	C	D					
LNAV MDA	1420-1	490 (500-1)	1420-1¼ 490 (500-1¼)	NA					
CIRCLING	1440-1	485 (500-1)	1460-1½ 505 (600-1½)	NA					



APP CRS	Rwy Idg	5701
194°	TDZE	937
	Apt Elev	955

<div><div>NA</div><div>DME/DME RNP-0.3 NA.</div></div>	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FULLE WP and hold.
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ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)
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NC-3: 22 OCT 2009 to 19 NOV 2009

APP CRS
313°

Rwy Idg **3491**
TDZE **930**
Apt Elev **955**

RNAV (GPS) RWY 31

AMES MUNI (AMW)



DME/DME RNP-0.3 NA.

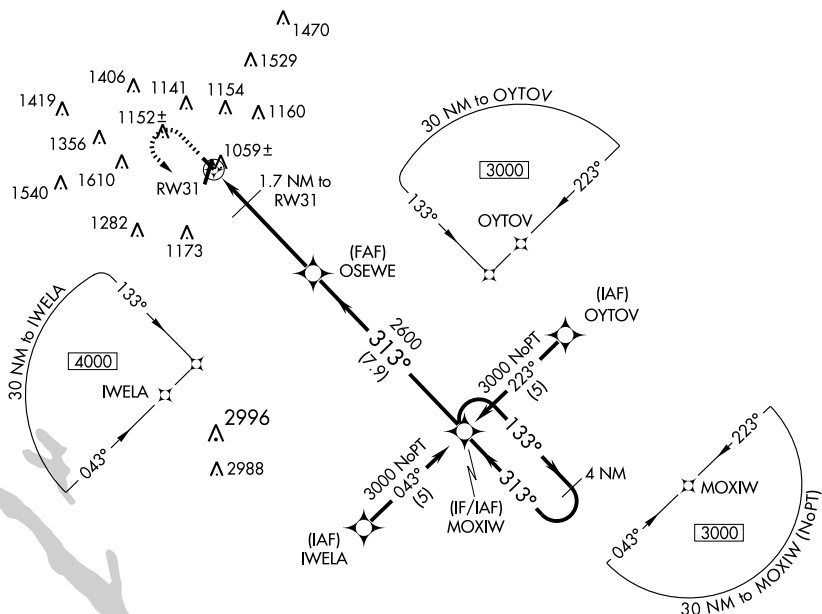
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MOXIW WP and hold.

ASOS
132.025

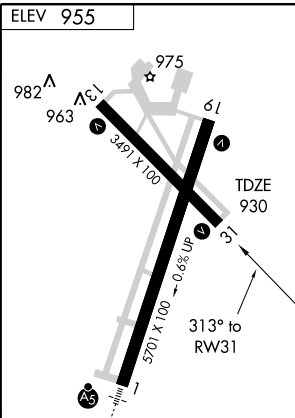
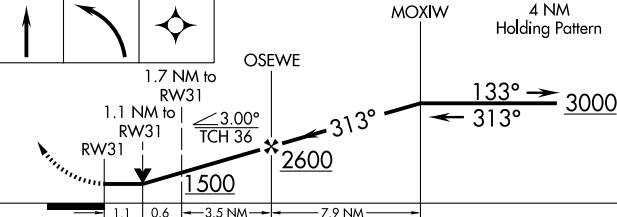
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.0 0

UNICOM
122.7 (CTAF)

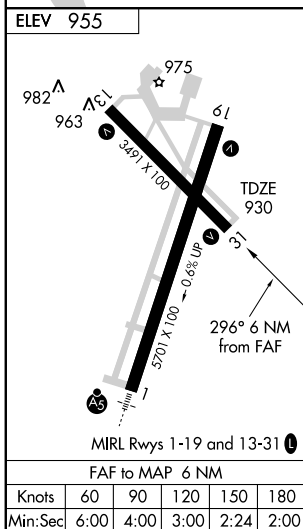


2000 3000 MOXIW



MIRL Rwy 1-19 and 13-31 0



T		MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.	
ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0 0	UNICOM 122.7 (CTAF)



2000 ↑	3000 ↖	TNU 112.5 ◼				
CATEGORY	A	B	C	D		
S-31	1500-1 570 (600-1)	1500-1¼ 570 (600-1¼)	1500-1½ 570 (600-1½)	NA		
CIRCLING	1500-1 545 (600-1)	1500-1¼ 545 (600-1¼)	1500-1½ 545 (600-1½)	NA		

LOC/DME I-FVH 111.1 Chan 48	APP CRS 357°	Rwy Idg 5500 TDZE 891 Apt Elev 910
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ILS or LOC RWY 36
ANKENY RGNL (IKV)

	Circling to Rwy 22 NA at night. Visibility reduction by helicopters NA.
 NA	When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 all Cats, and Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Des Moines Intl altimeter setting. DME or RADAR required.

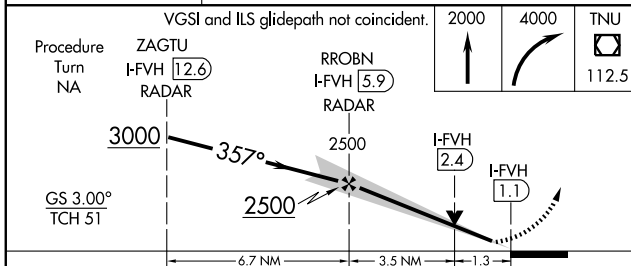
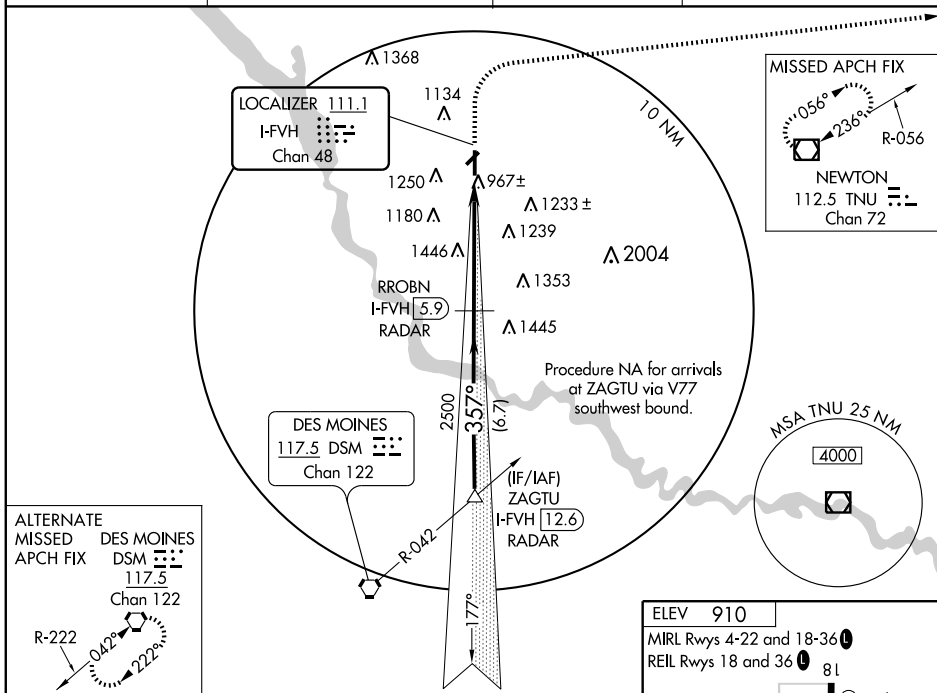
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3
119.175

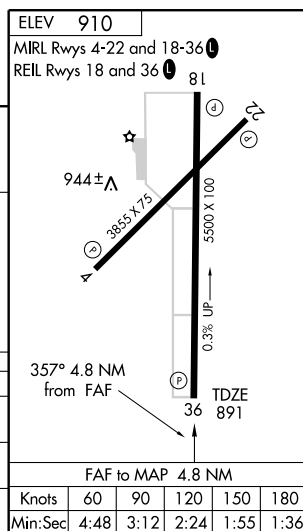
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.65

UNICOM
122.9 (CTAF) **L**



CATEGORY	A	B	C	D
S-ILS 36	1141- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			NA
S-LOC 36	1320-1 429 (500-1)		1320-1 $\frac{1}{4}$ 429 (500-1 $\frac{1}{4}$)	NA
CIRCLING	1560-1 650 (700-1)		1560-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)	NA



APP CRS	Rwy Idg	5500
177°	TDZE	903
	Apt Elev	910

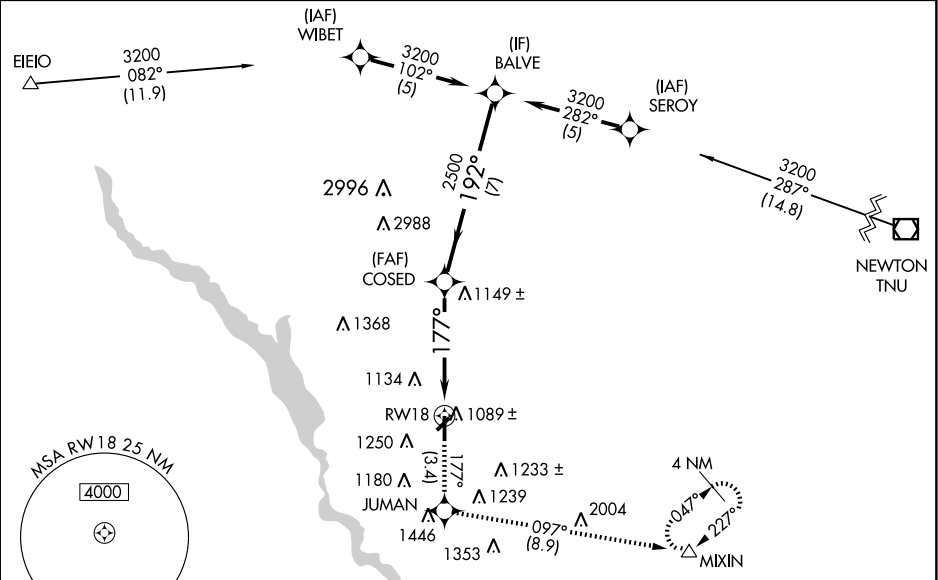
RNAV (GPS) RWY 18

ANKENY RGNL (IKV)

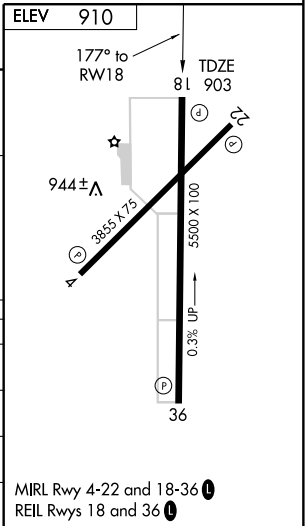
⚠ DME/DME RNP- 0.3 NA. Circling Rwy 22 NA at night.
⚠ When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Des Moines Intl altimeter setting.

MISSED APPROACH: Climb to 4000 via 177° course to JUMAN WP then left turn via 097° course to MIXIN WP and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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VGSI and RNAV glidepath not coincident				
<div>Procedure Turn NA</div> <div>BALVE</div> <div>COSED</div> <div>3200</div> <div>192°</div> <div>2500</div> <div>177°</div> <div>7 NM</div> <div>3.3 NM</div> <div>1.5 NM</div> <div>4000</div> <div>JUMAN</div> <div>177°</div> <div>MIXIN</div> <div>097°</div> <div>*1.5 NM to RW18</div> <div>*LNAV only</div> <div>RW18</div> <div>GS 3.00°</div> <div>TCH 45</div>				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1478-2 575 (600-2)			
LNAV MDA	1340-1	437 (500-1)	1340-1¼ 437 (500-1¼)	NA
CIRCLING	1560-1½	650 (700-1½)	1560-1¾ 650 (700-1¾)	NA



APP CRS	Rwy Idg	3855
222°	TDZE	900
	Apt Elev	910

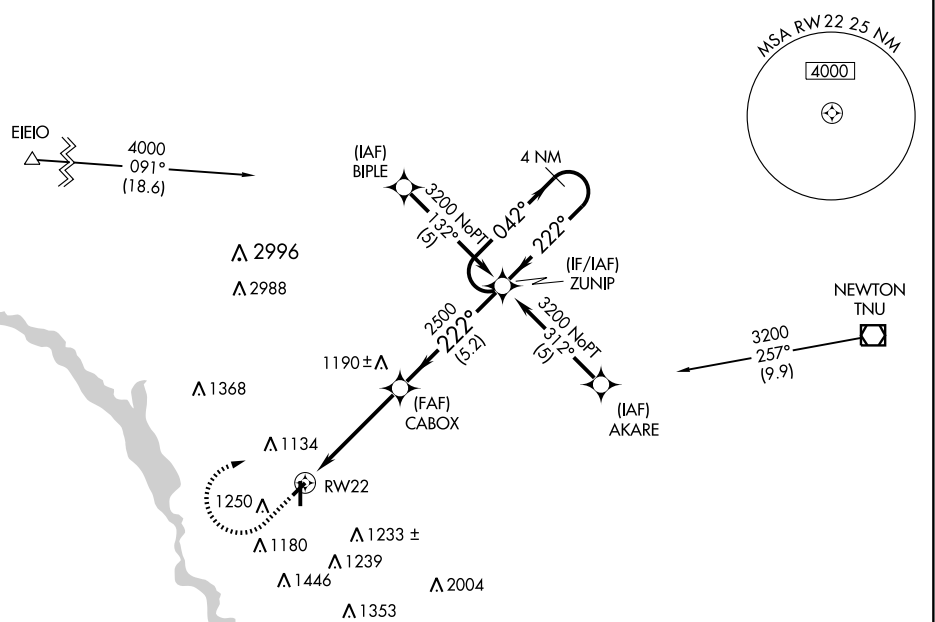
RNAV (GPS) RWY 22

ANKENY RGNL (IKV)

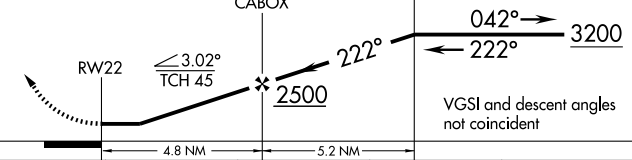
▼ DME/DME RNP- 0.3 NA. Procedure NA at night.
▲ When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDA 40 feet. Increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then right climbing turn to 3200 direct ZUNIP WP and hold.

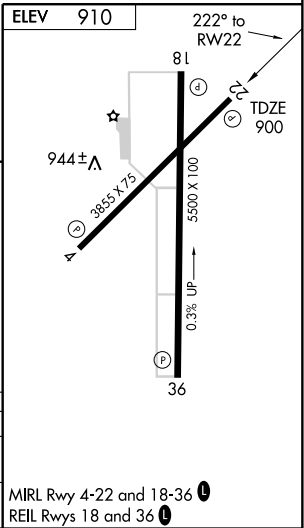
AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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1500	3200	ZUNIP
↑	↪	✧



CATEGORY	A	B	C	D
LNAV MDA	1380-1	480 (500-1)	1380-1¼ 480 (500-1¼)	NA
CIRCLING	1560-1	650 (700-1)	1560-1¾ 650 (700-1¾)	NA



WAAS CH 70512 W36A	APP CRS 357°	Rwy Idg 5500 TDZE 891 Apt Elev 910
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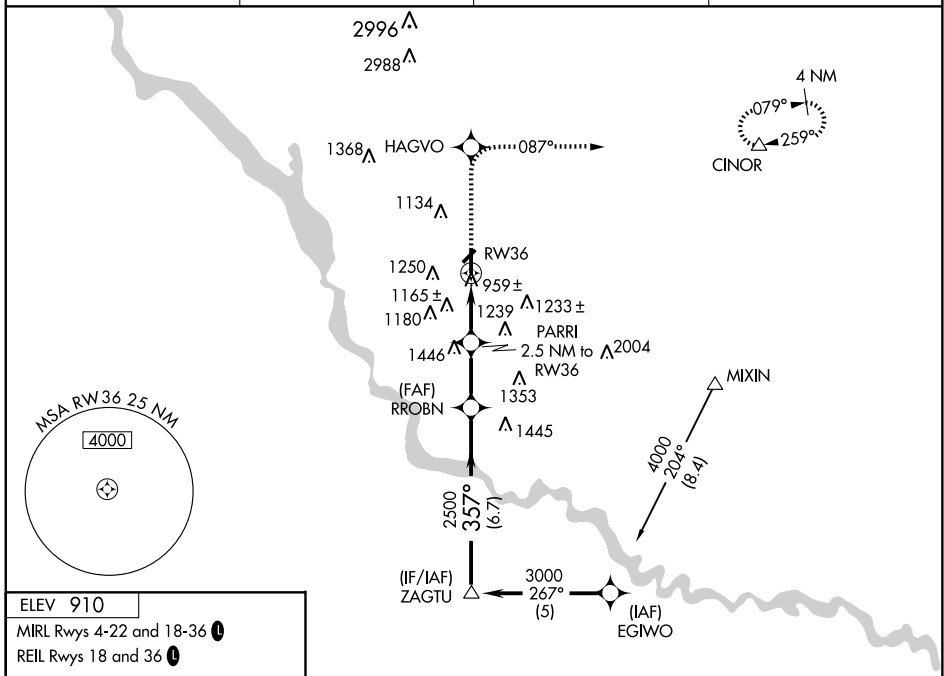
RNAV (GPS) RWY 36

ANKENY RGNL (IKV)

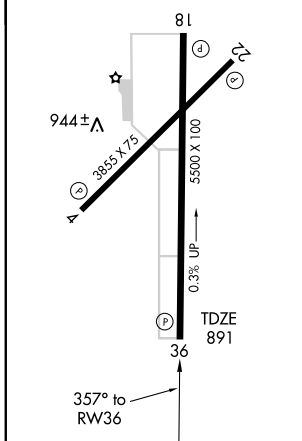
- T** Circling to Rwy 22 NA at night. DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Des Moines
 and increase all DA 31 feet and all MDA 40 feet. Increase
 Circling Cat C visibility $\frac{1}{2}$ mile.
 VDP NA when using Des Moines Intl altimeter setting.

MISSED APPROACH: Climb to 4000
direct HAGVO and right turn via 087°
track to CINOR and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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ELEV 910
MIRL Rwys 4-22 and 18-36 L
REIL Rwys 18 and 36 L



<p>VGSI and RNAV glidepath not coincident.</p> <p>3000</p> <p>357°</p> <p>2500</p> <p>6.7 NM</p> <p>2.3 NM</p> <p>1.1 NM</p> <p>1.4 NM</p> <p>PARRI 2.5 NM to RW36</p> <p>*1.4 NM to RW36</p> <p>*1700</p> <p>087° track</p> <p>CINOR</p> <p>*LNAV only</p>				
CATEGORY	A		B	D
LPV DA	1176-1 285 (300-1)			NA
LNAV MDA	1360-1 469 (500-1)		1360-1¼ 469 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA

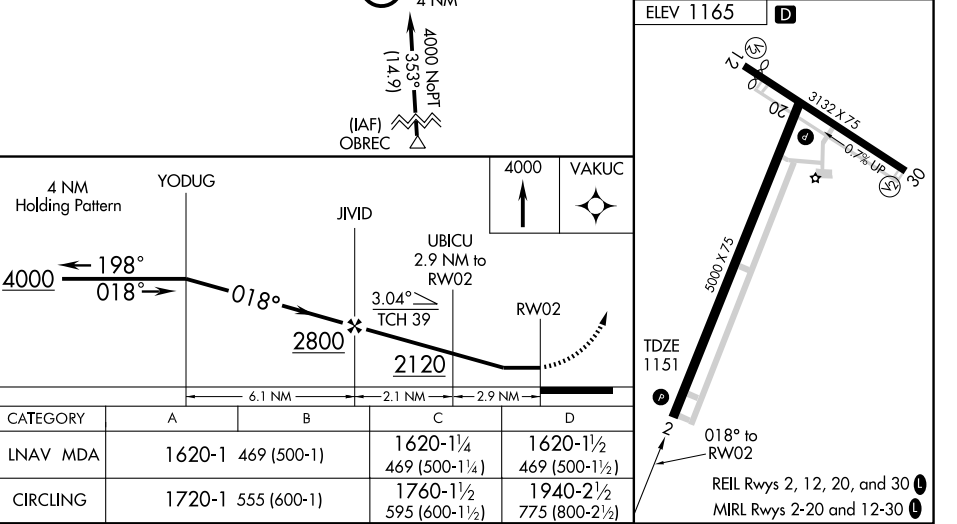
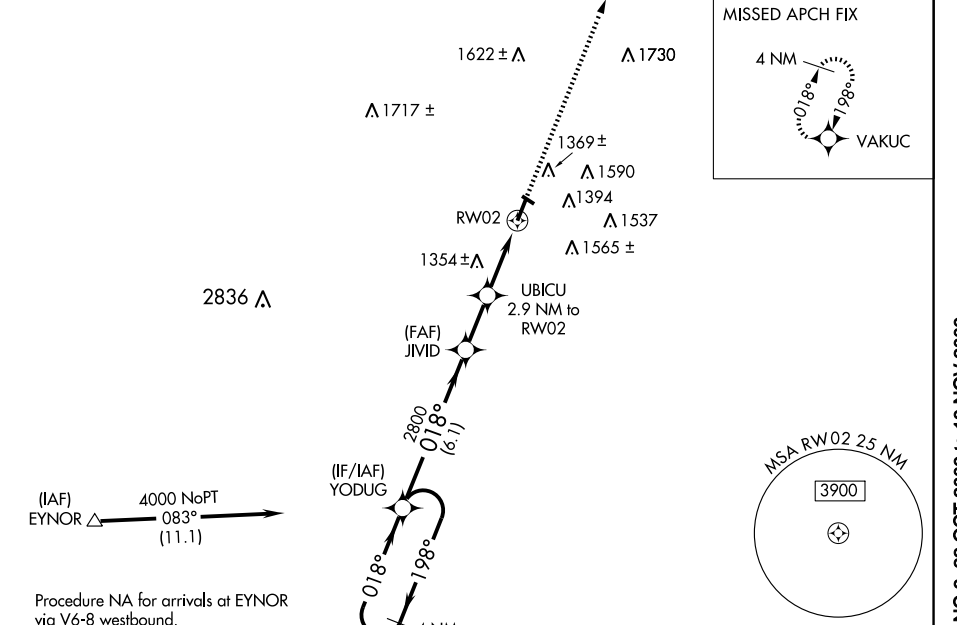
▼

▲

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct VAKUC and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF) 0
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APP CRS	Rwy Idg	5000
198°	TDZE	1151
	Apt Elev	1165

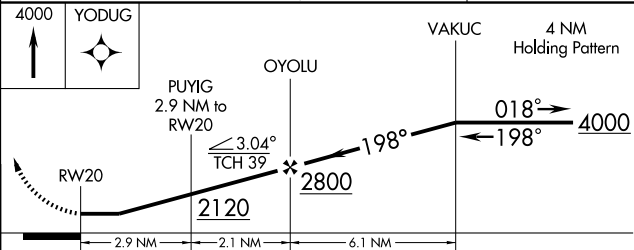
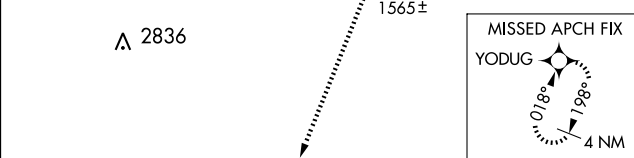
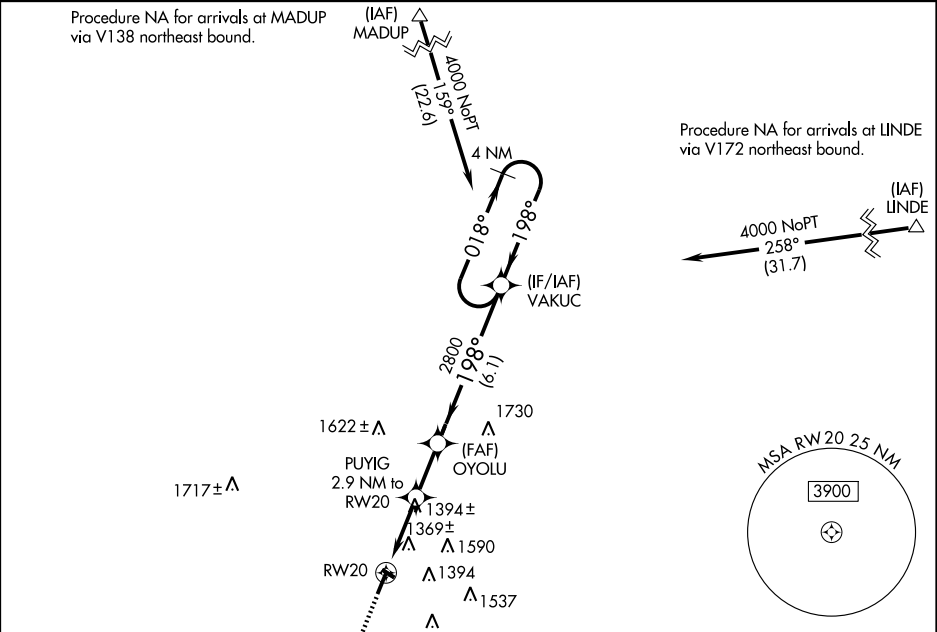
RNAV (GPS) RWY 20

ATLANTIC MUNI (AIO)

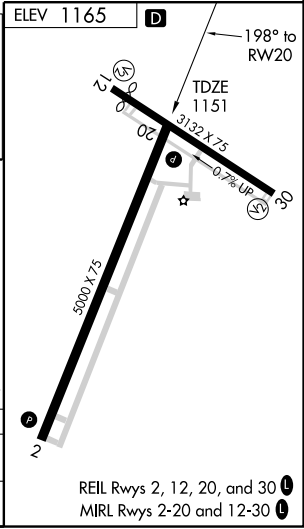
⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV Cat D and circling Cat C and D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 4000 direct YODUG and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
LNAV MDA	1660-1	509 (500-1)	1660-1½	509 (500-1½)
CIRCLING	1720-1	555 (600-1)	1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)



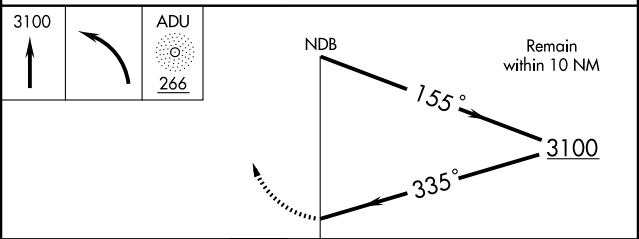
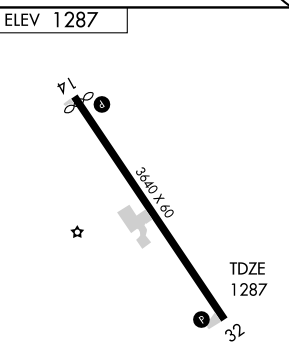
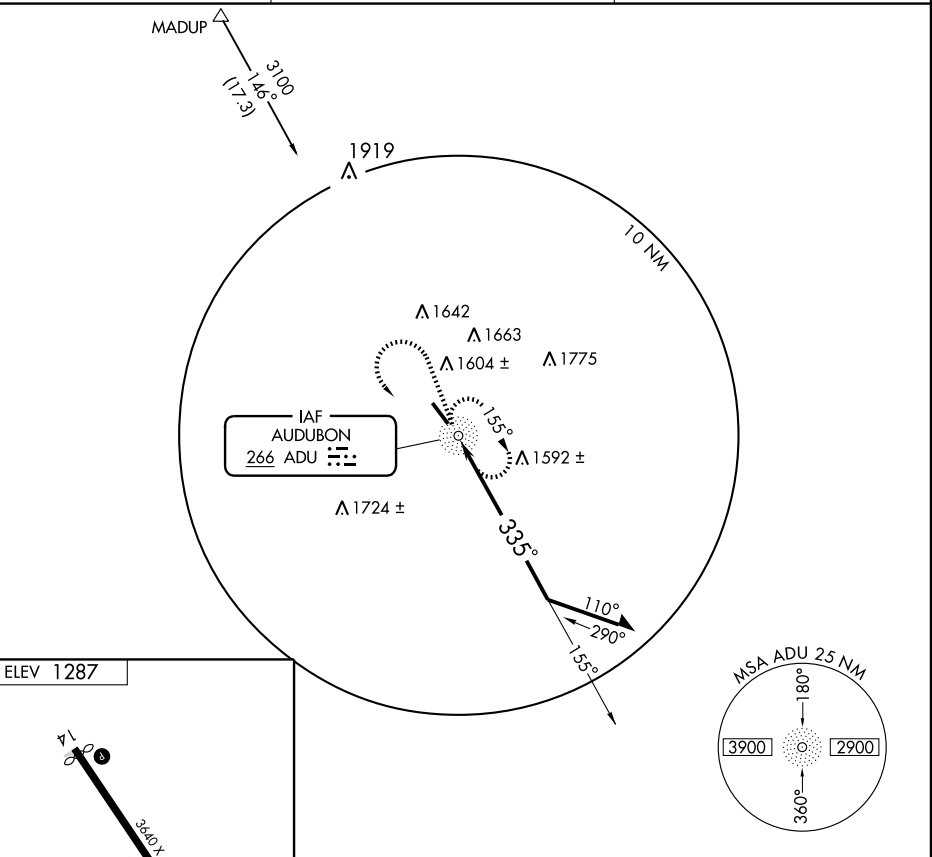
NDB ADU	APP CRS	Rwy Idg	3640
266	335°	TDZE	1287
		Apt Elev	1287

NDB RWY 32

AUDUBON COUNTY (ADU)

<p>V</p> <p>NA</p>	<p>MISSED APPROACH: Climb to 3100 then left turn direct ADU NDB and hold.</p>
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<p>AWOS-3</p> <p>118.075</p>	<p>MINNEAPOLIS CENTER</p> <p>119.6 290.4</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>
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CATEGORY	A	B	C	D
S-32	1980-1	693 (700-1)	NA	NA
CIRCLING	1980-1	693 (700-1)	NA	NA

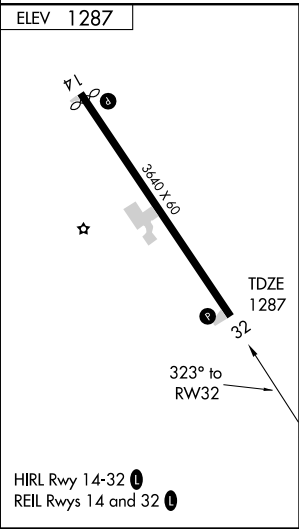
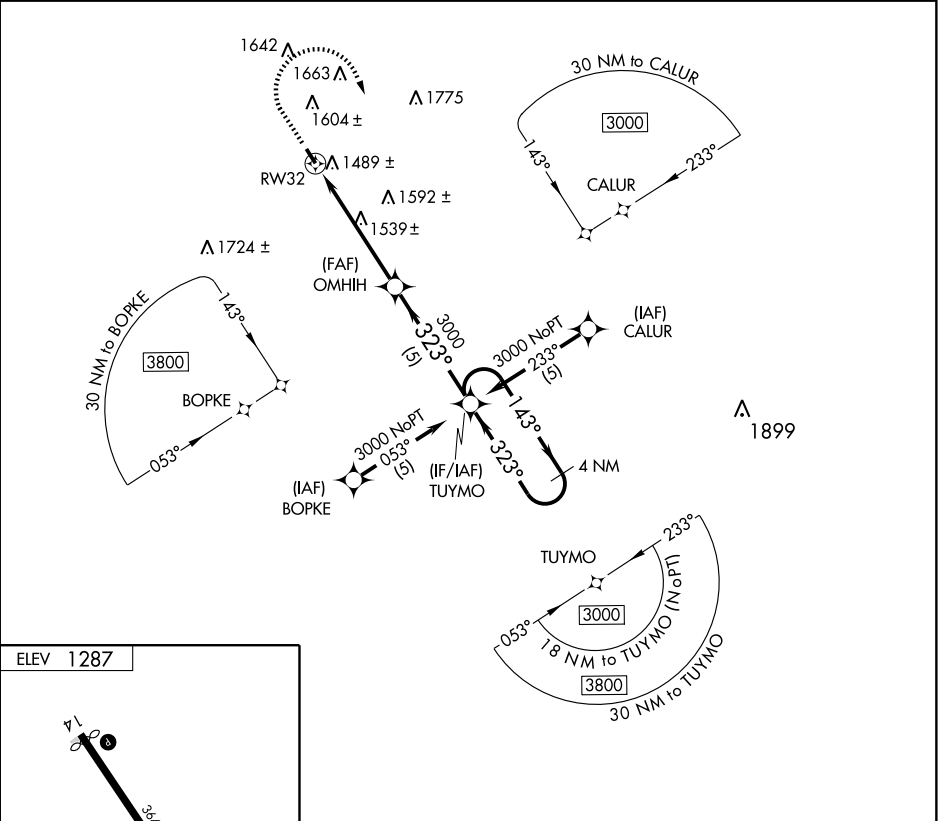
APP CRS	Rwy Idg	3640
323°	TDZE	1287
	Apt Elev	1287

RNAV (GPS) RWY 32

AUDUBON COUNTY (ADU)

NA	GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.	MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYMO WP and hold.
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AWOS-3 118.075	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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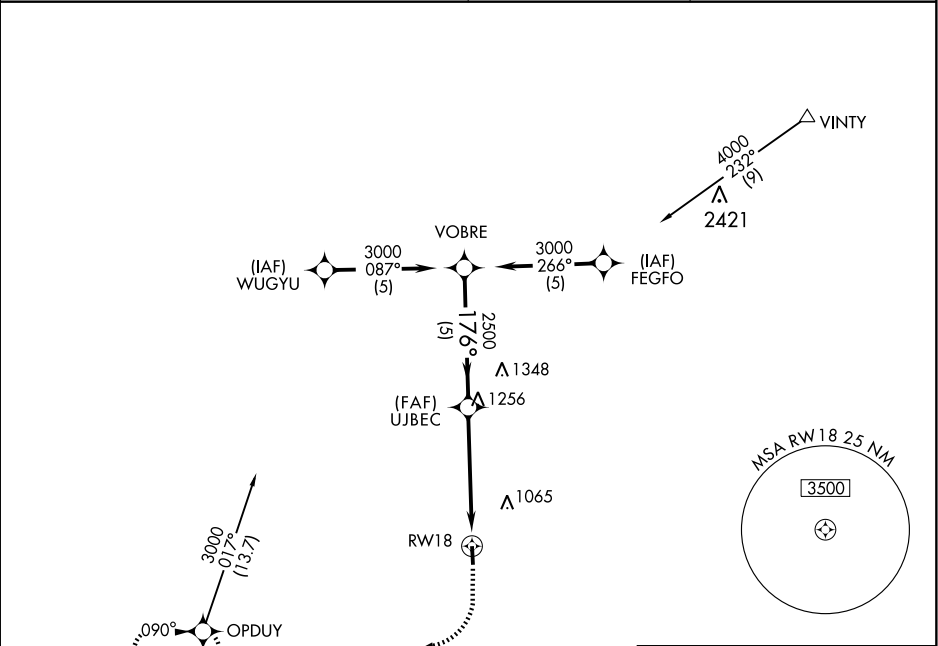


	2500	3000	TUYMO	OMHIIH	TUYMO	4 NM Holding Pattern
			1.5 NM to RWY 32	1.5 NM	3.8 NM	5 NM
				1800	3000	3000
				≤3.00° TCH 40		
						VGSI and descent angles not coincident.
CATEGORY	A	B	C	D		
RNAV MDA	1740-1	453 (500-1)		NA		
CIRCLING	1900-1	613 (700-1)		NA		

GPS RWY 18
BELLE PLAINE MUNI (T'ZT')

APP CRS	Rwy Idg	4000
176°	TDZE	771
	Apt Elev	771

▼ Use Cedar Rapids altimeter setting. ▲ NA		MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct OPDUY WP and hold.
CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9	122.8 0



ELEV 771

176° to RWY 18

TDZE 771

81

4000 X 75

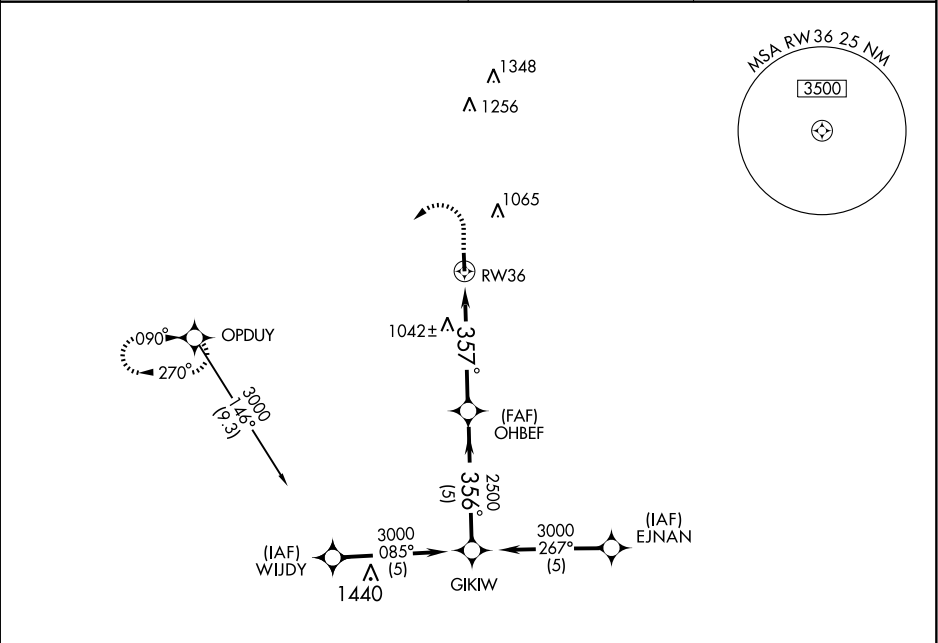
36

	VOBRE	UJBEC	2500	3000	OPDUY
Procedure Turn NA	3000	176°	2500		
	5 NM		5 NM		
CATEGORY	A	B	C	D	
S-18	1400-1 629 (700-1)		NA		
CIRCLING	1420-1 649 (700-1)		1460-1 689 (700-1)		NA

MIRL Rwy 18-36 0

APP CRS	Rwy Idg	4000
357°	TDZE	770
	Apt Elev	771

▼ Use Cedar Rapids altimeter setting.	MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct OPDUY WP and hold.	
▲ NA		
CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9	122.8 0

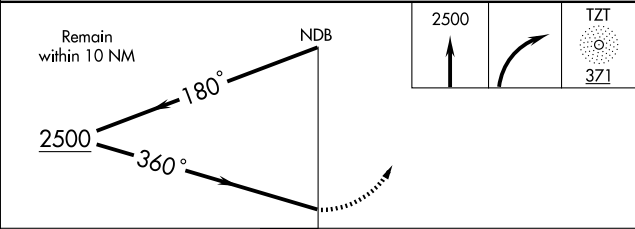
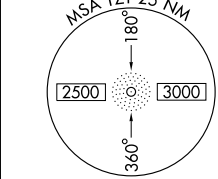
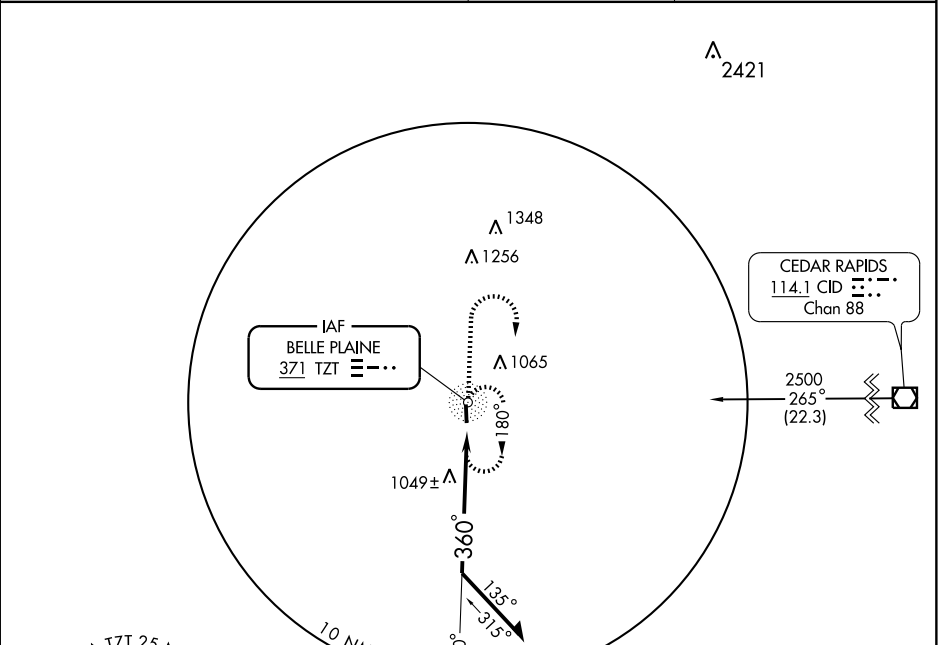


<div>2500</div> <div>3000</div> <div>OPDUY</div>				
<div>RW36</div> <div>OHBEF</div> <div>GIKIW</div> <div>3000</div> <div>Procedure Turn NA</div>				
<div>5 NM</div> <div>5 NM</div>				
CATEGORY	A	B	C	D
S-36	1380-1 610 (700-1)		NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	

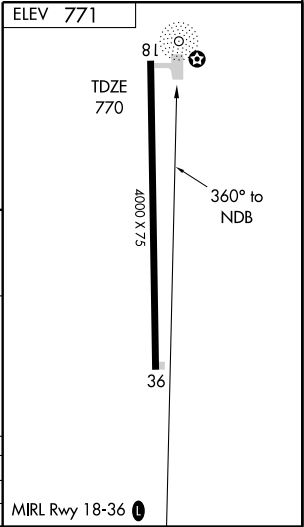
NDB TZT	APP CRS	Rwy Idg	4000
371	360°	TDZE	770
		Apt Elev	771

NDB RWY 36
BELLE PLAINE MUNI (TZT)

▼ Use Cedar Rapids altimeter setting.		MISSED APPROACH: Climb to 2500 then right turn direct TZT NDB and hold.	
▲ NA			
CEDAR RAPIDS APP CON ★ 119.7 266.8		CTAF 122.9	122.8 0



CATEGORY	A	B	C	D
S-36	1480-1	710 (800-1)	NA	
CIRCLING	1480-1	709 (800-1)	NA	



VOR/DME-A
BELLE PLAINE MUNI (T'ZT')

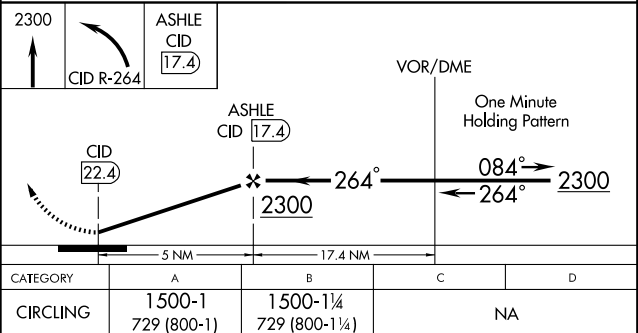
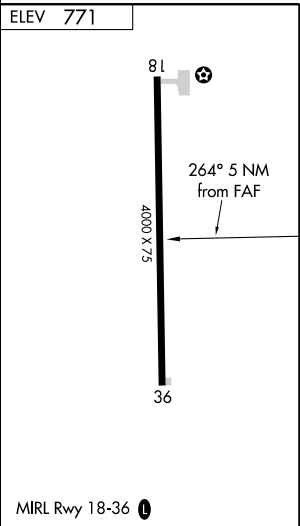
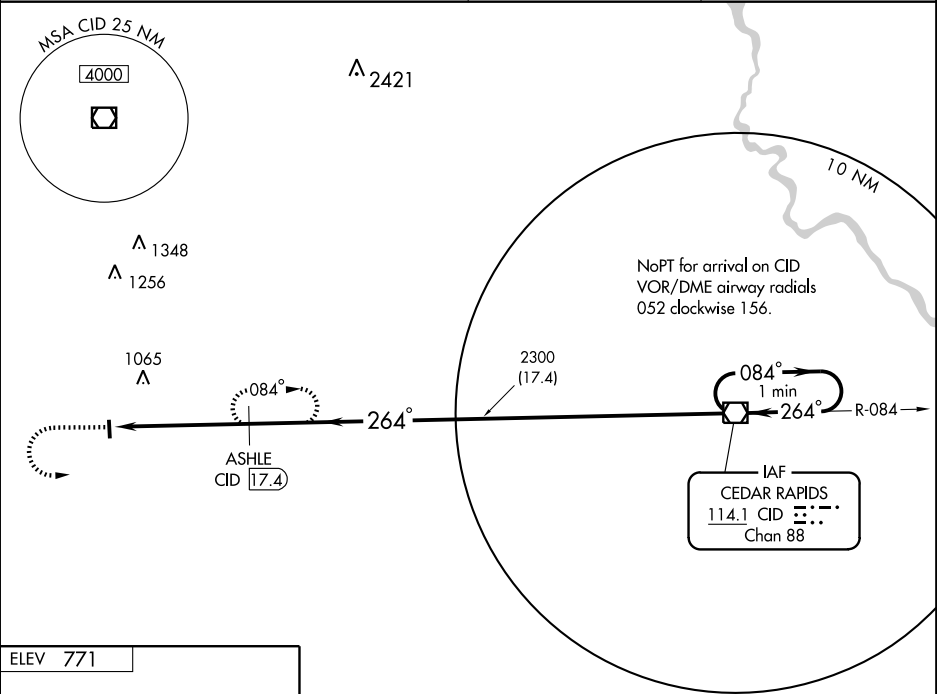
VOR/DME CID 114.1 Chan 88	APP CRS 264°	Rwy Idg TDZE Apt Elev	N/A N/A 771
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Use Cedar Rapids altimeter setting.

NA

MISSED APPROACH: Climb to 2300 then left turn via CID R-264 to ASHLE 17.4 DME and hold.

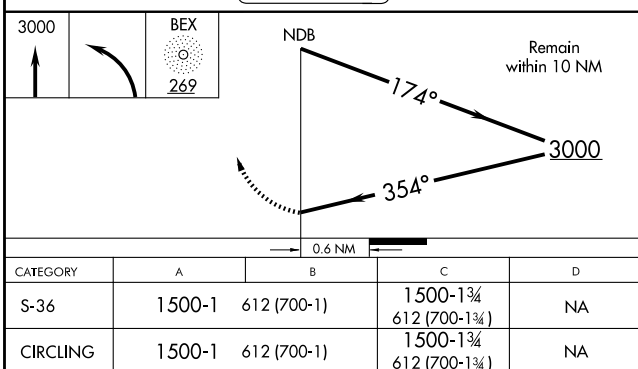
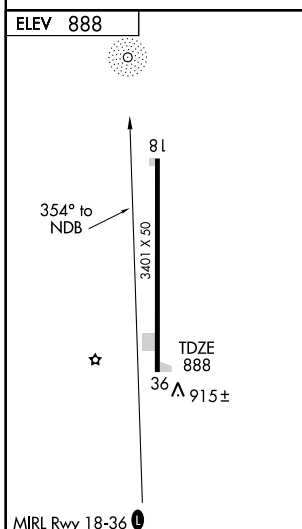
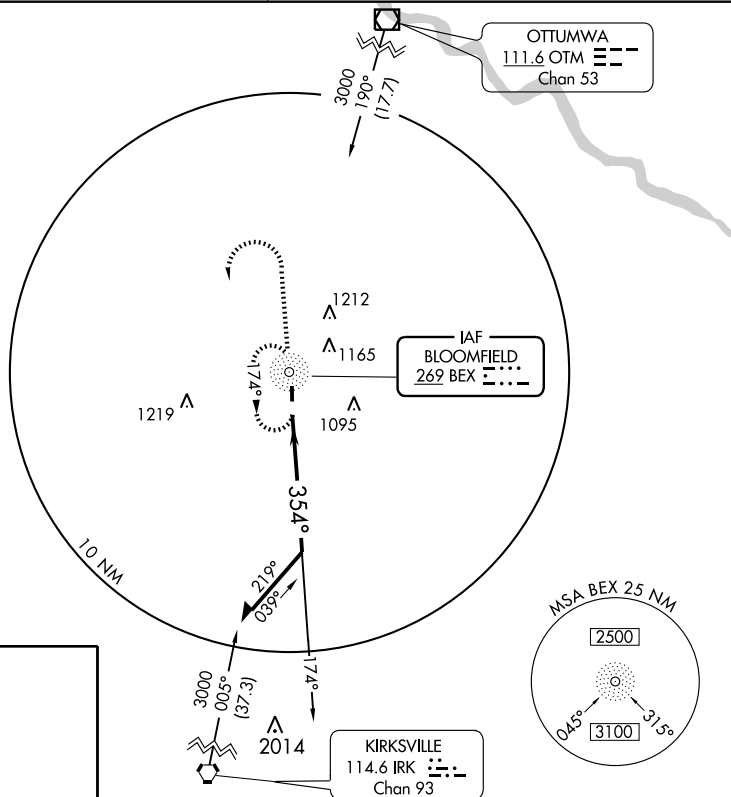
CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9	122.8
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NDB RWY 36
BLOOMFIELD MUNI (4K6)

MISSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

UNICOM
122.8 (CTAF) **L**



APP CRS
357°

Rwy Idg	3401
TDZE	888
Apt Elev	888

RNAV (GPS) RWY 36

BLOOMFIELD MUNI (4K6)



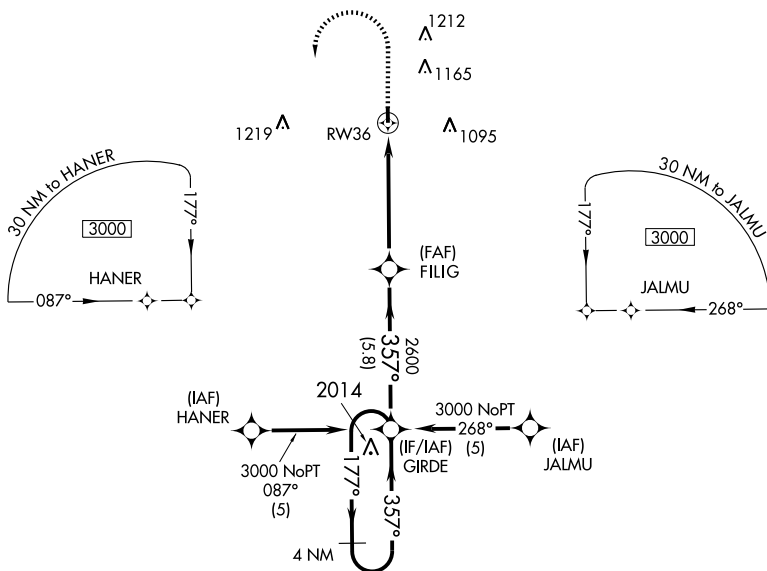
Use Ottumwa altimeter setting; when not available, procedure NA.



A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

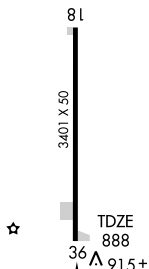
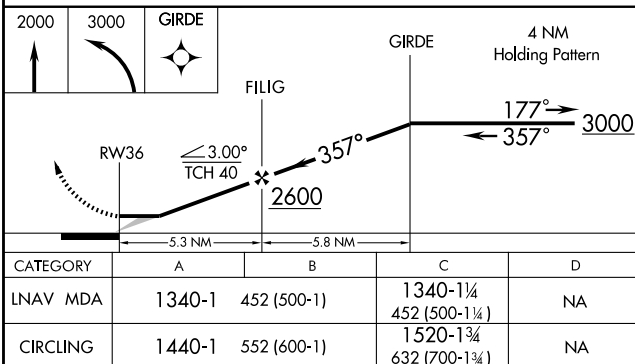
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.

CHICAGO CENTER
118.15 354.1

UN|COM
122.8 (CTAF) **L**

NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 888

MIRL Rwy 18-36 **L**

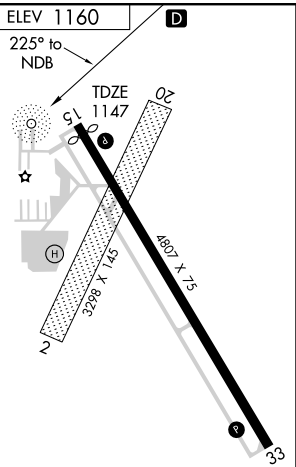
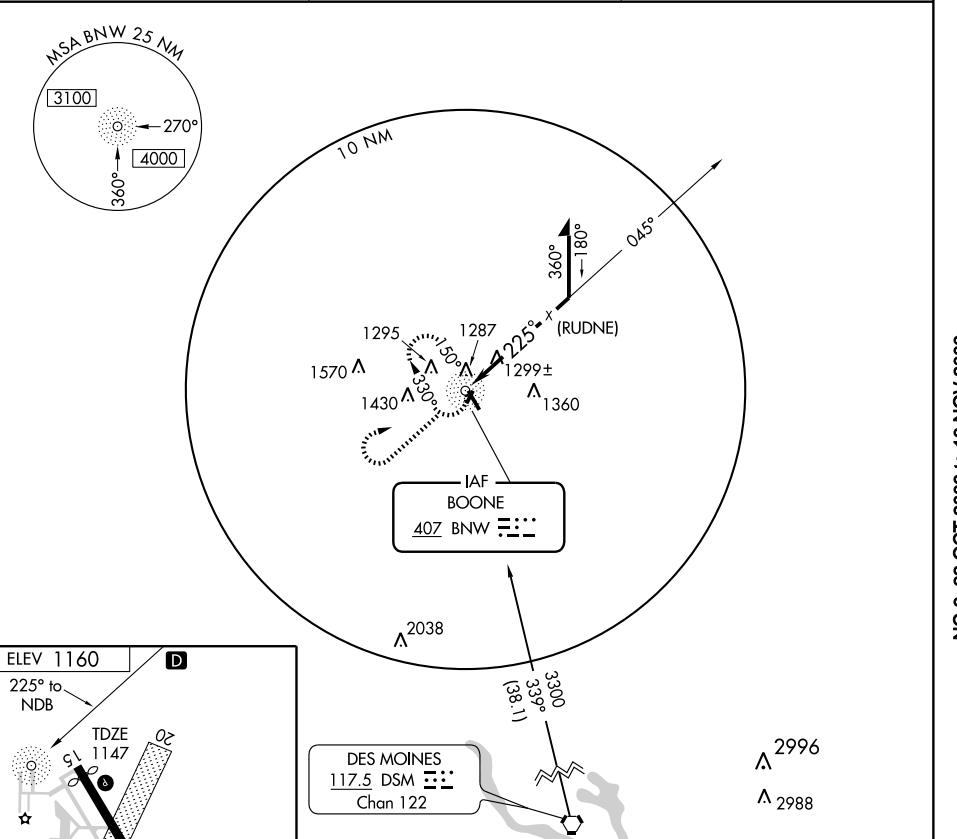
NDB BNW 407	APP CRS 225°	Rwy Idg TDZE Apt Elev	N/A 1147 1160
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▼

▲NA

MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
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3000

↻

BNW
407

Remain within 5 NM

NDB

045°

(RUDNE)

2600

225°

4 NM

CATEGORY	A	B	C	D
H-225	1660-½ 513 (500-½)	NA		

REIL Rwy 15 and 33 0
MIRL Rwy 15-33 0

NC-3: 22 OCT 2009 to 19 NOV 2009

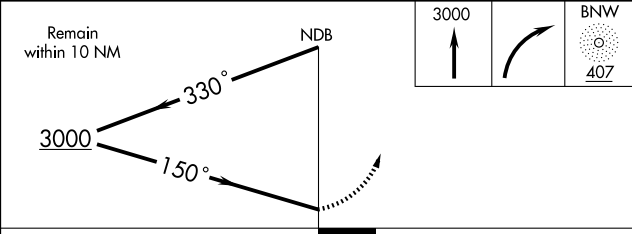
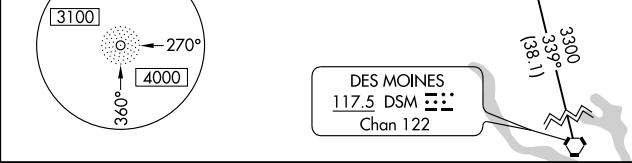
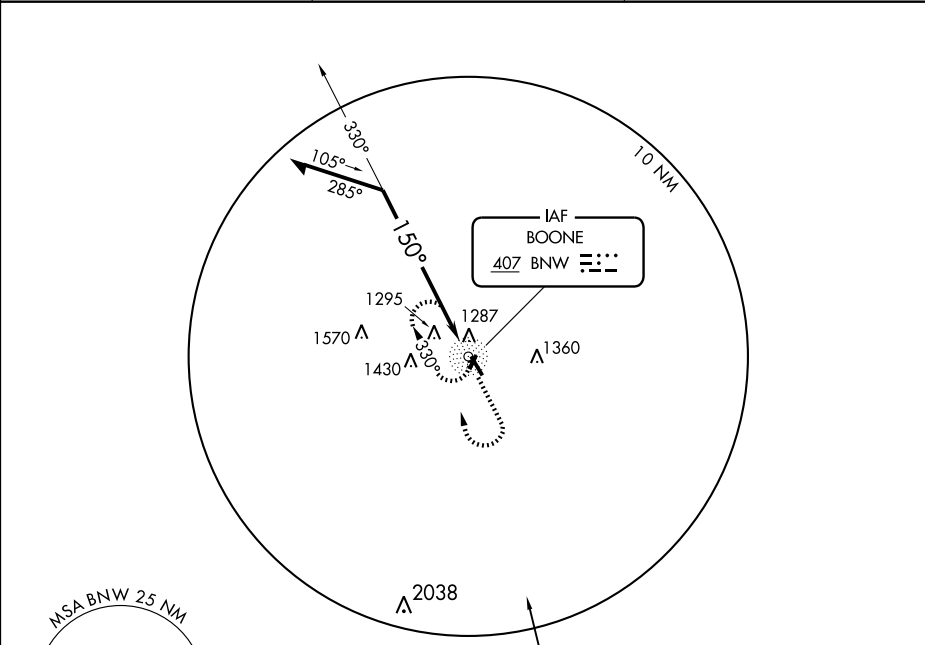
NDB RWY 15
BOONE MUNI (BNW)

NDB BNW 407	APP CRS 150°	Rwy Idg TDZE Apt Elev 4667 1138 1160
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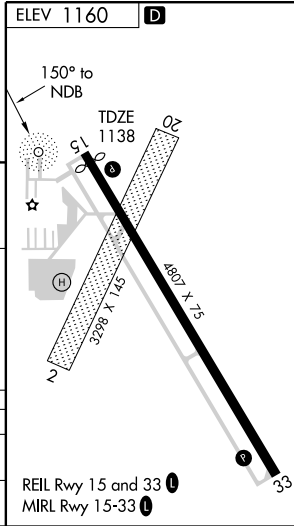

NA

MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-15	1820-1	682 (700-1)	NA	
CIRCLING	1820-1	660 (700-1)	NA	



NDB BNW
407

APP CRS
320°

Rwy Idg	4807
TDZE	1138
Apt Elev	1160

NDB RWY 33
BOONE MUNI (BNW)

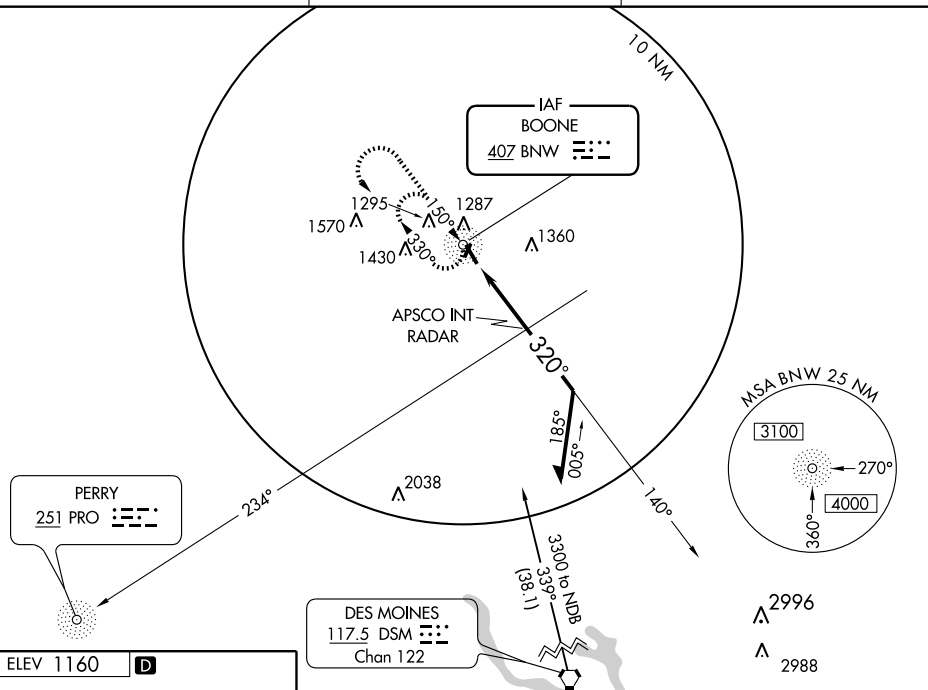


A NA

MISSED APPROACH: Climb to 3000 then left turn direct BNW NDB and hold.

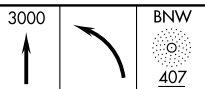
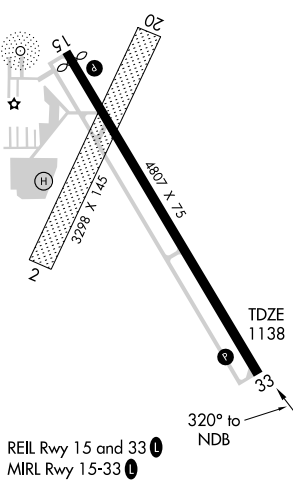
AWOS-3
120,925

DES MOINES APP CON
123.9 307.15

UN|COM
123.0 (CTAF) **L**

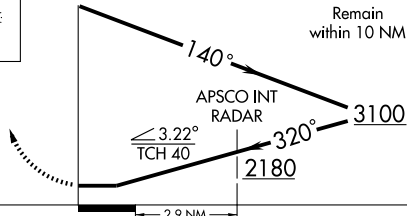
NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 1160



NDE

Remain
within 10 NM



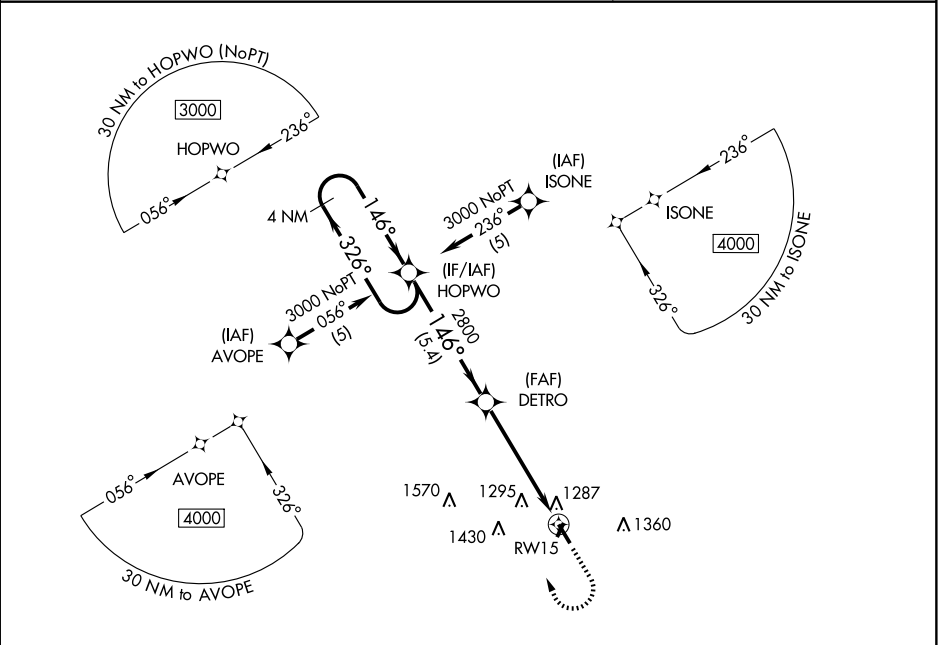
CATEGORY	A	B	C	D
S-33	2180-1¼ 1042 (1100-1¼)	2180-1½ 1042 (1100-1½)	NA	
CIRCLING	2180-1¼ 1020 (1100-1¼)	2180-1½ 1020 (1100-1½)	NA	
APSCO FIX MINIMUMS				
S-33	1660-1	522 (500-1)	NA	
CIRCLING	1660-1	500 (500-1)	NA	

APP CRS	Rwy Idg	4667
146°	TDZE	1138
	Apt Elev	1160

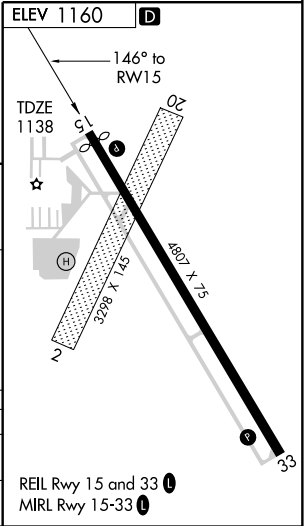
RNAV (GPS) RWY 15
BOONE MUNI (BNW)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct HOPWO WP and hold.
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AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern				
HOPWO				
DETRO				
RW15				
5.4 NM				
3.8 NM				
1.3				
CATEGORY	A	B	C	D
RNAV MDA	1580-1	442 (500-1)	NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	



APP CRS	Rwy Idg	4807
326°	TDZE	1138
	Apt Elev	1160

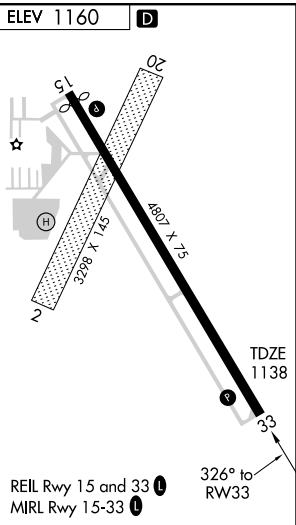
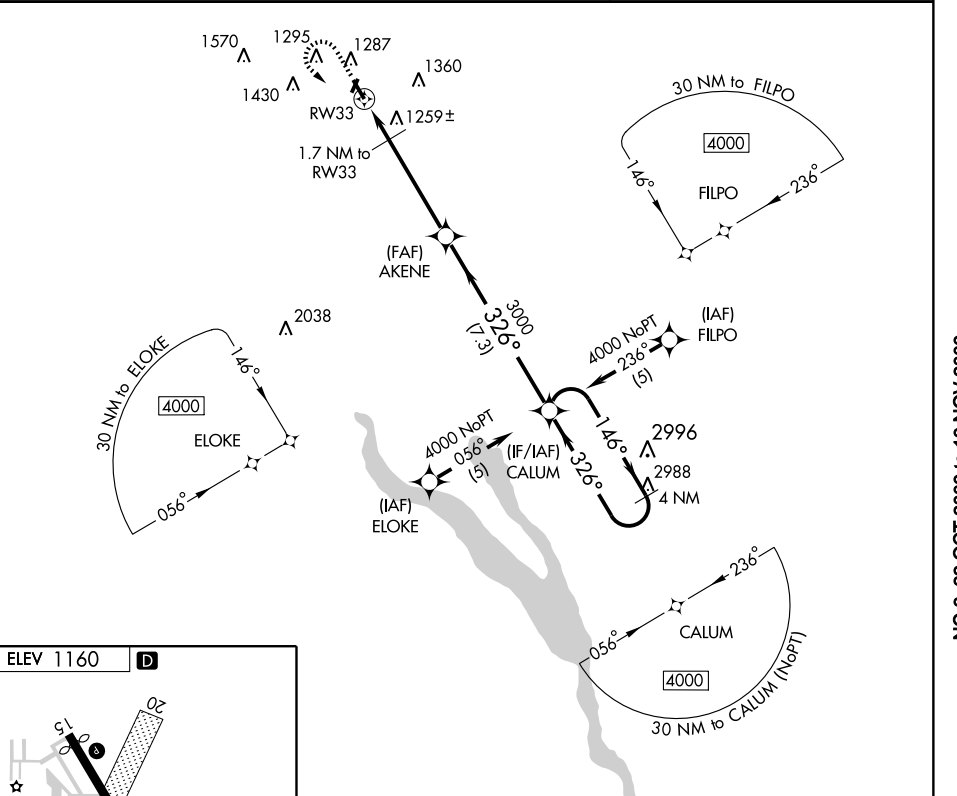
▼

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct CALUM WP and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
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	2500	4000	CALUM	
	↑	↶	✧	
			AKENE	
			1.7 NM to RW33	
			1.1 NM to RW33	
			≤ 3.00° TCH 40	
			1720	
			3000	
			4 NM	
			7.3 NM	
			CALUM	
			4 NM Holding Pattern	
			146° →	
			← 326°	
			4000	
CATEGORY	A	B	C	D
LNNAV MDA	1520-1	382 (400-1)	NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	

NC-3, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-69 (FAA)

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)
BURLINGTON, IOWAASOS
118.025
CTAF/UNICOM
123.0

D

792±

40°47.5'N

ELEV
692

12

C

119.4°

5350 X 100

ELEV
691

81

A

C

179.4°

A

C

299.4°

D

30

FIELD
ELEV
698

HANGAR

FIRE
STATION

40°47.0'N

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

TERMINAL

CIVIL AIR
PATROL

HANGARS

6702 X 150

A1

A2

A2

A3

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

ELEV
677

36

A

359.4°

RWY 12-30
S37, D58
RWY 18-36
S65, D90, ST114

40°46.5'N

91°08'W

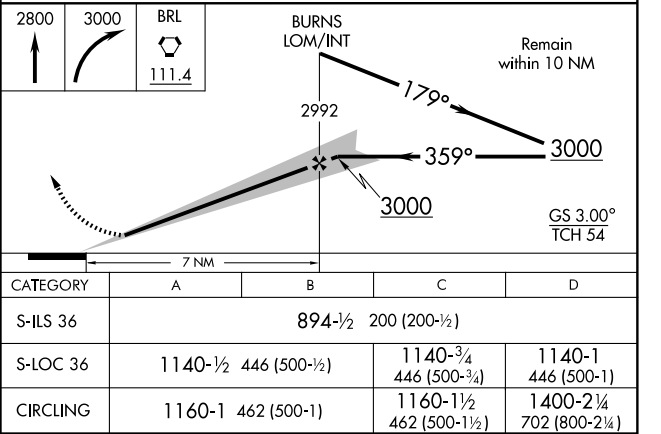
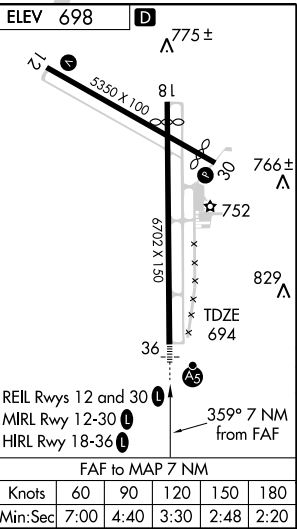
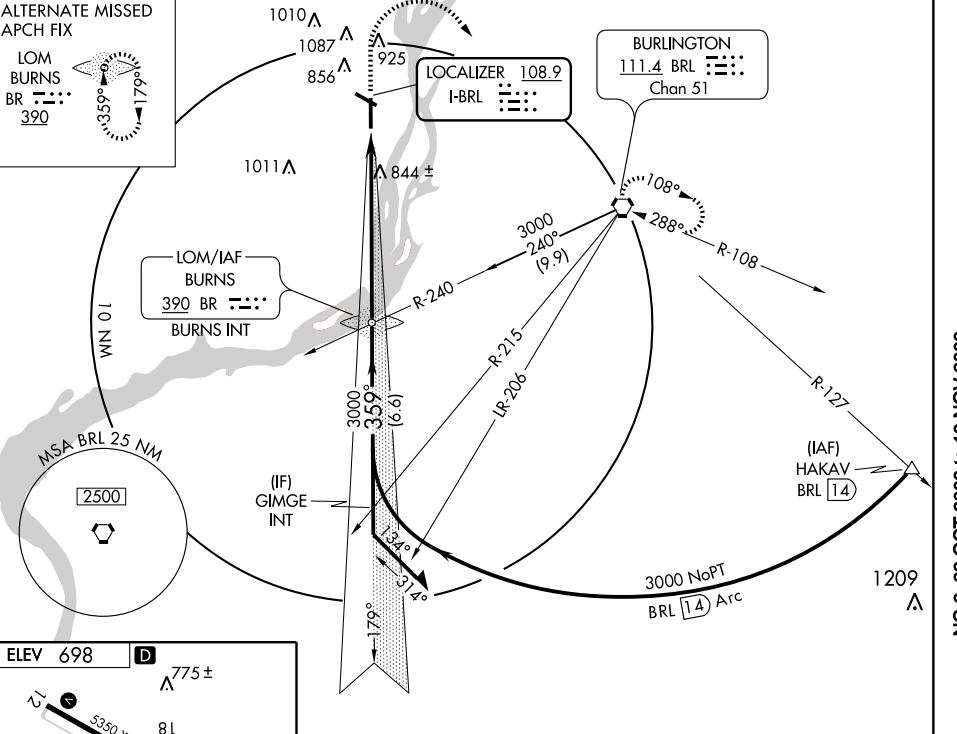
91°07'W

When local altimeter setting not received, use Fort Madison altimeter setting and increase DA 31 feet, all MDA 40 feet, and Cat D Circling visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF)
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NC-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5350
118°	TDZE	692
	Apt Elev	698

RNAV (GPS) RWY 12

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

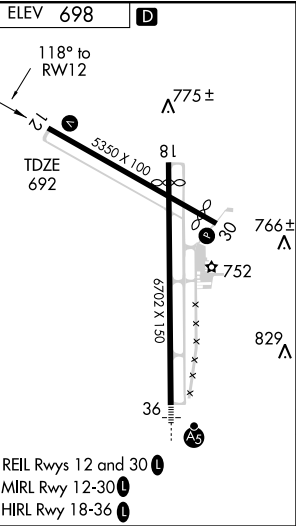
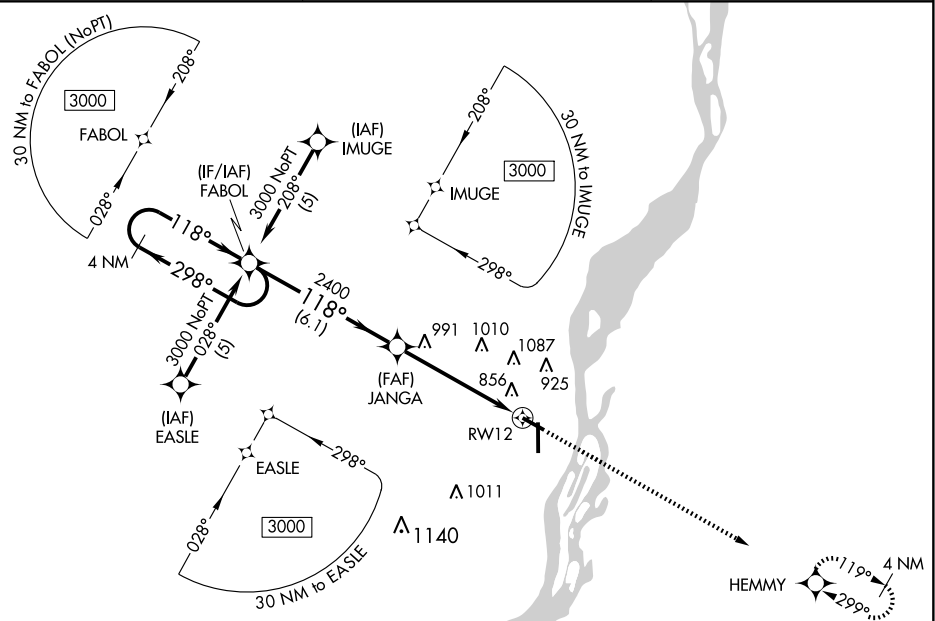
⚠ DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison
altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct HEMMY and hold.

ASOS
118.025

CHICAGO CENTER
135.6 370.95

UNICOM
123.0 (CTAF) **1**



4 NM Holding Pattern				
3000 ← 298° 118° → 118° 2400 3.04° TCH 39 RWY 12				
6.1 NM 5.2 NM				
CATEGORY	A	B	C	D
LNAV MDA	1300-1	608 (700-1)	1300-1¾ 608 (700-1¾)	NA
CIRCLING	1300-1	602 (700-1)	1300-1¾ 602 (700-1¾)	NA

APP CRS	Rwy Idg	4850
299°	TDZE	693
	Apt Elev	698

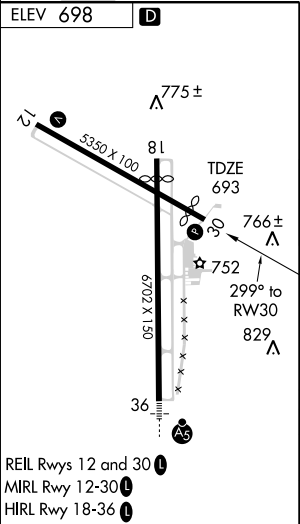
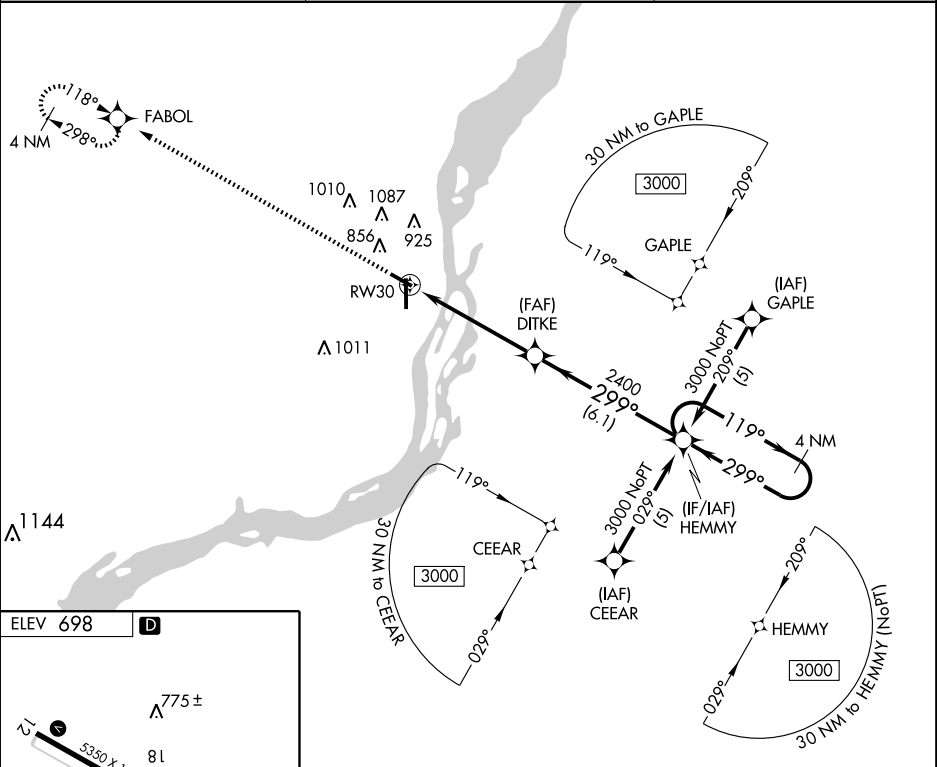
RNAV (GPS) RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

⚠ DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FABOL and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 1
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<div>3000 ↑</div> <div>FABOL </div>		<div>HEMMY</div> <div>4 NM Holding Pattern</div>		
<div></div>				
CATEGORY	A	B	C	D
LNAV MDA	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

WAAS CH 42711 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	6102 694 698
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

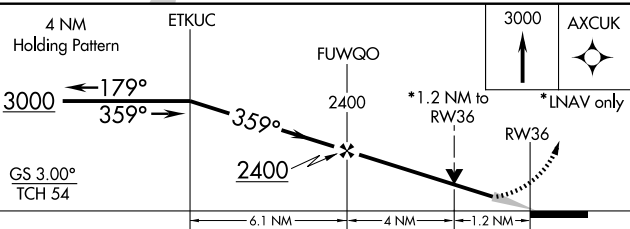
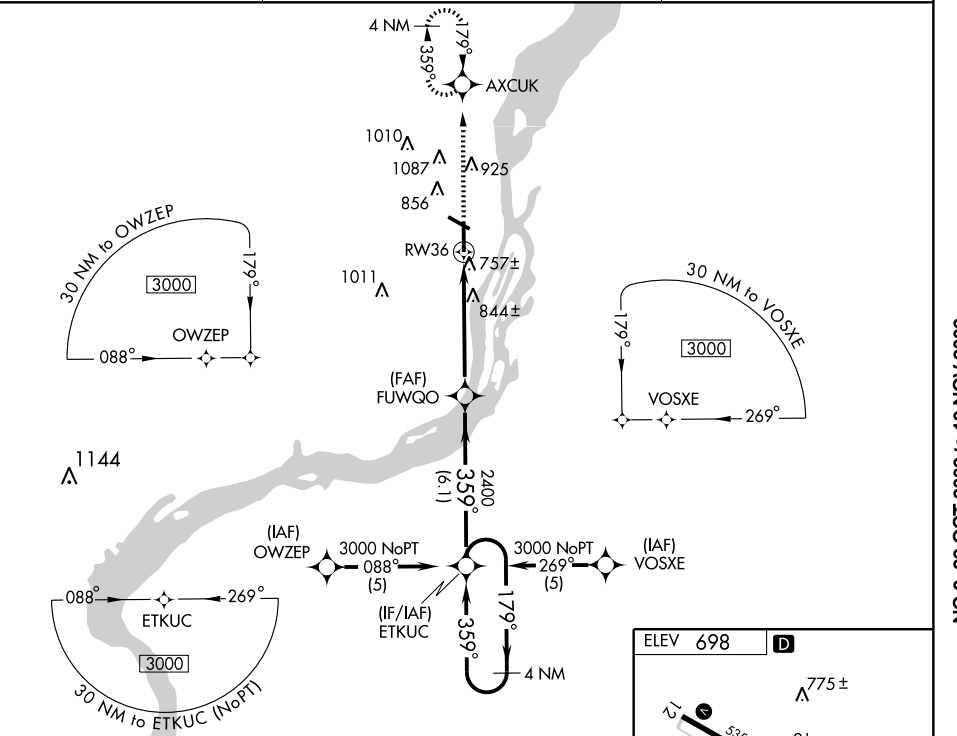
When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet.

VDP and Baro-VNAV NA when using Fort Madison altimeter setting.

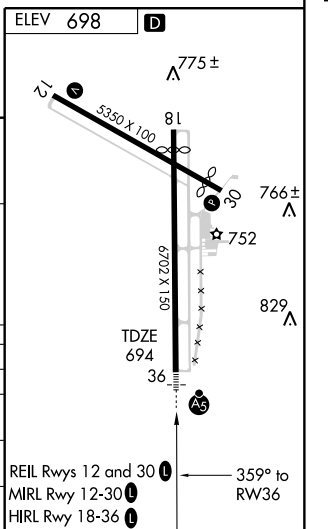
MALSRA5

MISSED APPROACH: Climb to 3000 direct AXCUC and hold, continue climb-in-hold to 3000.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	894-1/2	200 (200-1/2)		NA
LNAV/VNAV DA	1026-3/4	332 (400-3/4)		NA
LNAV MDA	1100-1/2	406 (500-1/2)	1100-3/4 406 (500-3/4)	NA
CIRCLING	1160-1	462 (500-1)	1160-1 1/2 462 (500-1 1/2)	NA



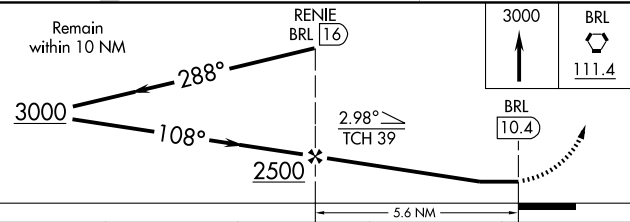
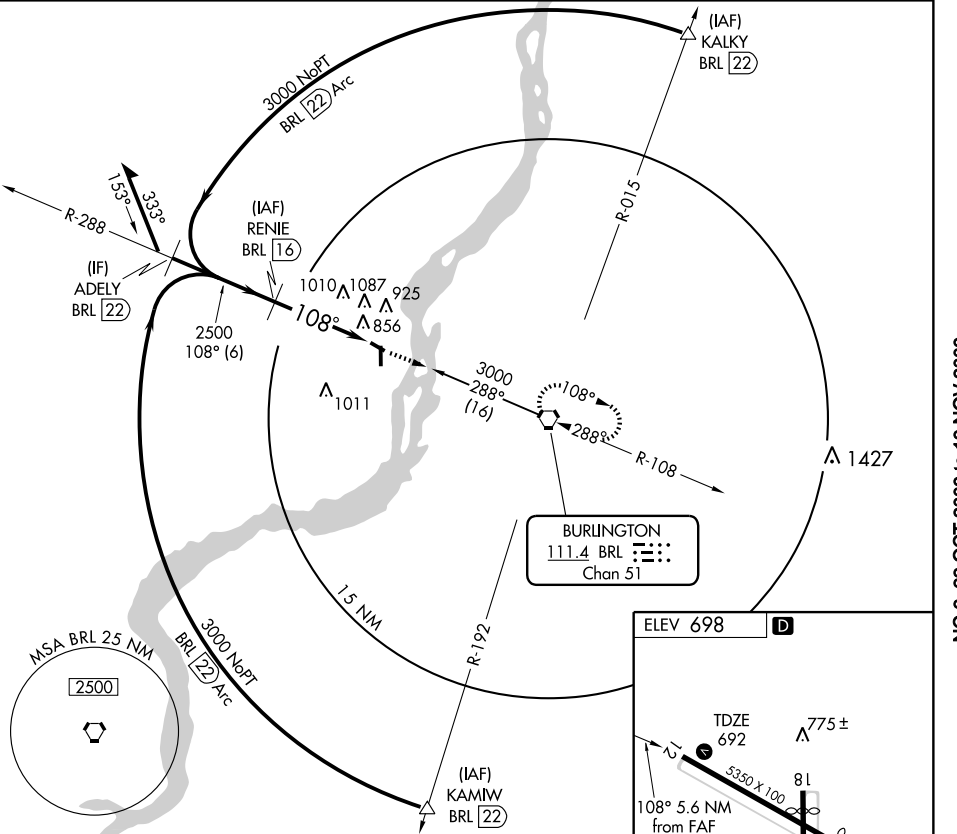
NC-3, 22 OCT 2009 to 19 NOV 2009

▼ Visibility reduction by helicopters NA.

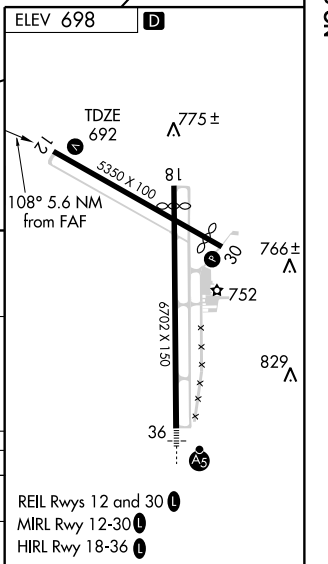
▲ When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	1280-1	588 (600-1)	1280-1½ 588 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA



REIL Rwy 12 and 30 0

MIRL Rwy 12-30 0

HIRL Rwy 18-36 0

VOR RWY 30

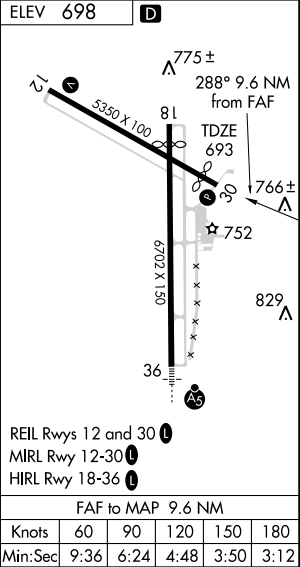
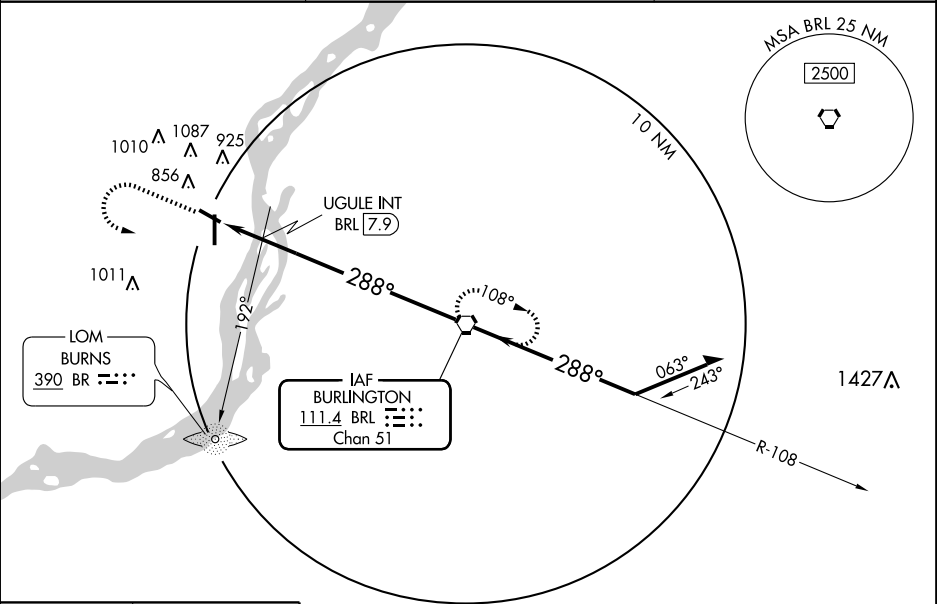
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

VORTAC BRL	APP CRS	Rwy Idg	4850
111.4	288°	TDZE	693
Chan 51		Apt Elev	698

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 1
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	2000	3000	BRL 111.4	*1300 when using Fort Madison altimeter setting.
			UGULE INT BRL (7.9)	Remain within 10 NM
			BRL (9.6)	VGSJ and descent angles not coincident.
			2.89° TCH 45	
			1.7 NM	7.9 NM
			1260*	3000
			288°	288°
			108°	
			VORTAC	
CATEGORY	A	B	C	D
S-30	1260-1	567 (600-1)	1260-1½ 567 (600-1½)	NA
CIRCLING	1260-1	562 (600-1)	1260-1½ 562 (600-1½)	NA
UGULE FIX MINIMUMS				
S-30	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)			NA

NDB CIN <u>397</u>	APP CRS 315°	Rwy Idg TDZE Apt Elev	5500 1203 1204
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NDB RWY 31
CARROLL/ARTHUR N. NEU (CIN)



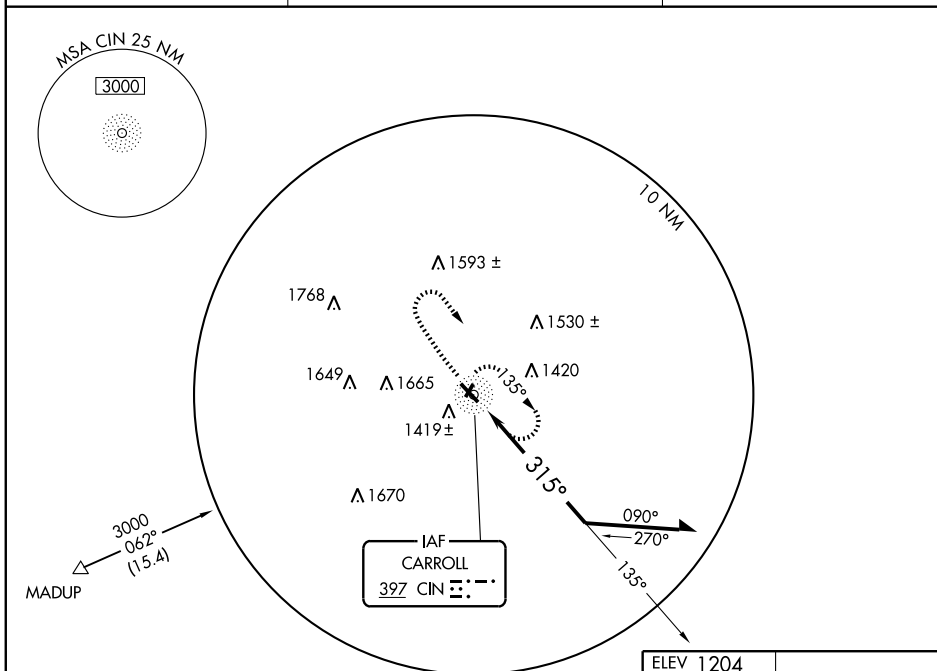
A NA

MISSED APPROACH: Climb to 3000, then right turn direct CIN NDB and hold.

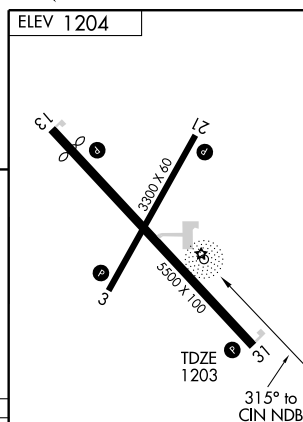
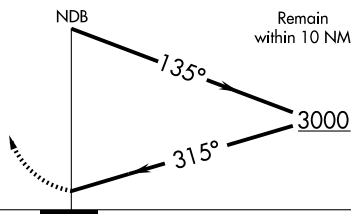
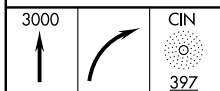
AWOS-3
118.025

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**



NC-3, 22 OCT 2009 to 19 NOV 2009



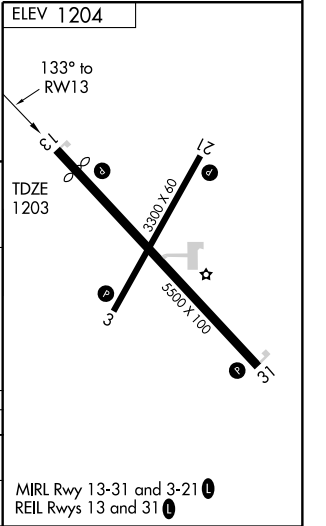
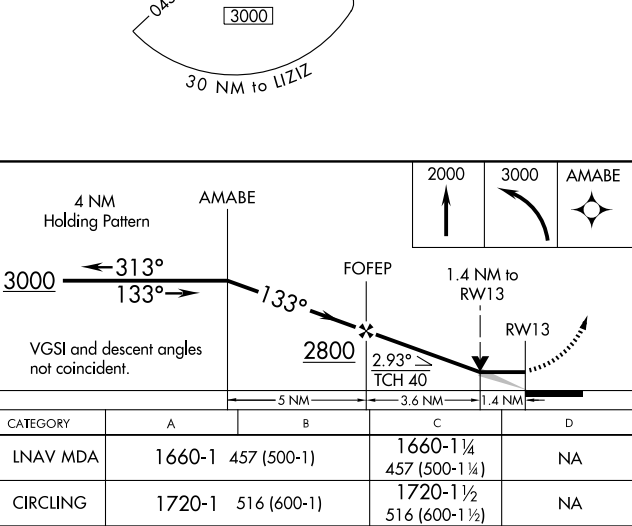
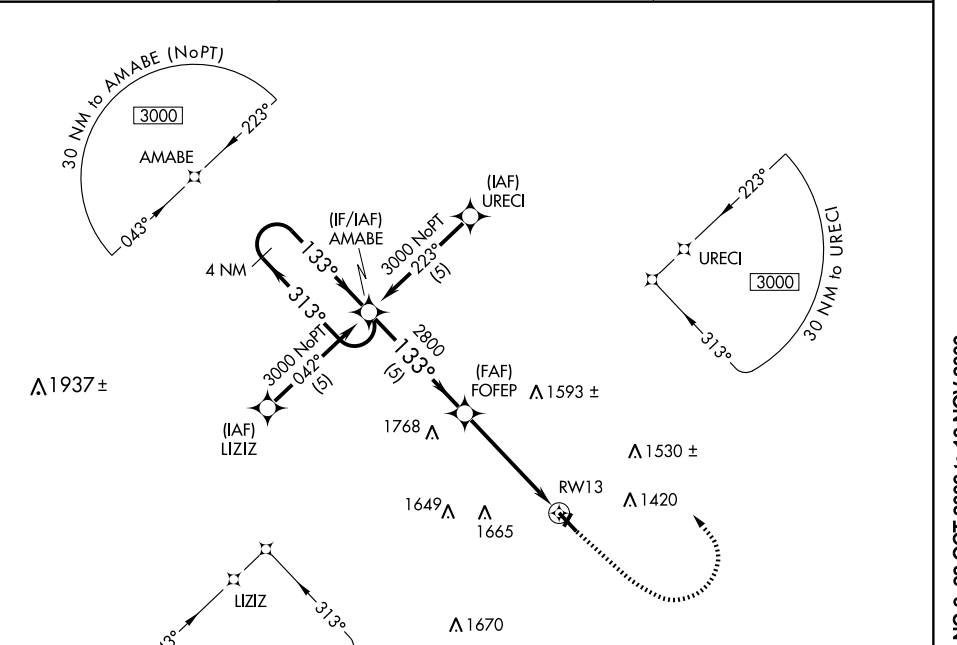
CATEGORY	A	B	C	D
S-31	1780-1	577 (600-1)	1780-1 ½ 577 (600-1 ½)	NA
CIRCLING	1780-1	576 (600-1)	1780-1 ½ 576 (600-1 ½)	NA

MIRL Rwy 13-31 and 3-21 **L**
REIL Rwy 13 and 31 **L**

APP CRS	Rwy Idg	4995
133°	TDZE	1203
	Apt Elev	1204

<div><div>▼</div><div>NA</div></div>	GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AMABE WP and hold.
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AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 1
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NC-3, 22 OCT 2009 to 19 NOV 2009

APP CRS 313°	Rwy Idg TDZE Apt Elev	5500 1203 1204
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RNAV (GPS) RWY 31
CARROLL/ARTHUR N. NEU (CIN)

T GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

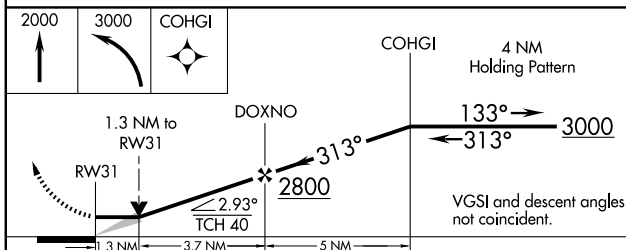
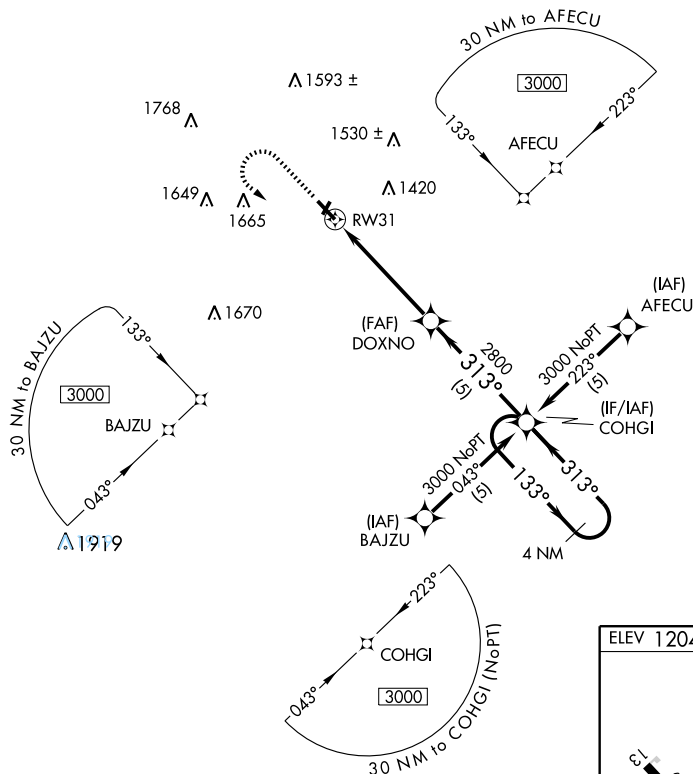
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct COHGI WP and hold.

ANA

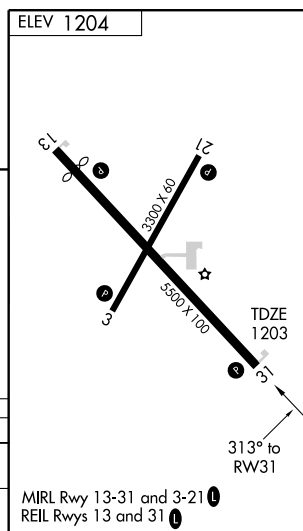
AWOS-3
118.025

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**



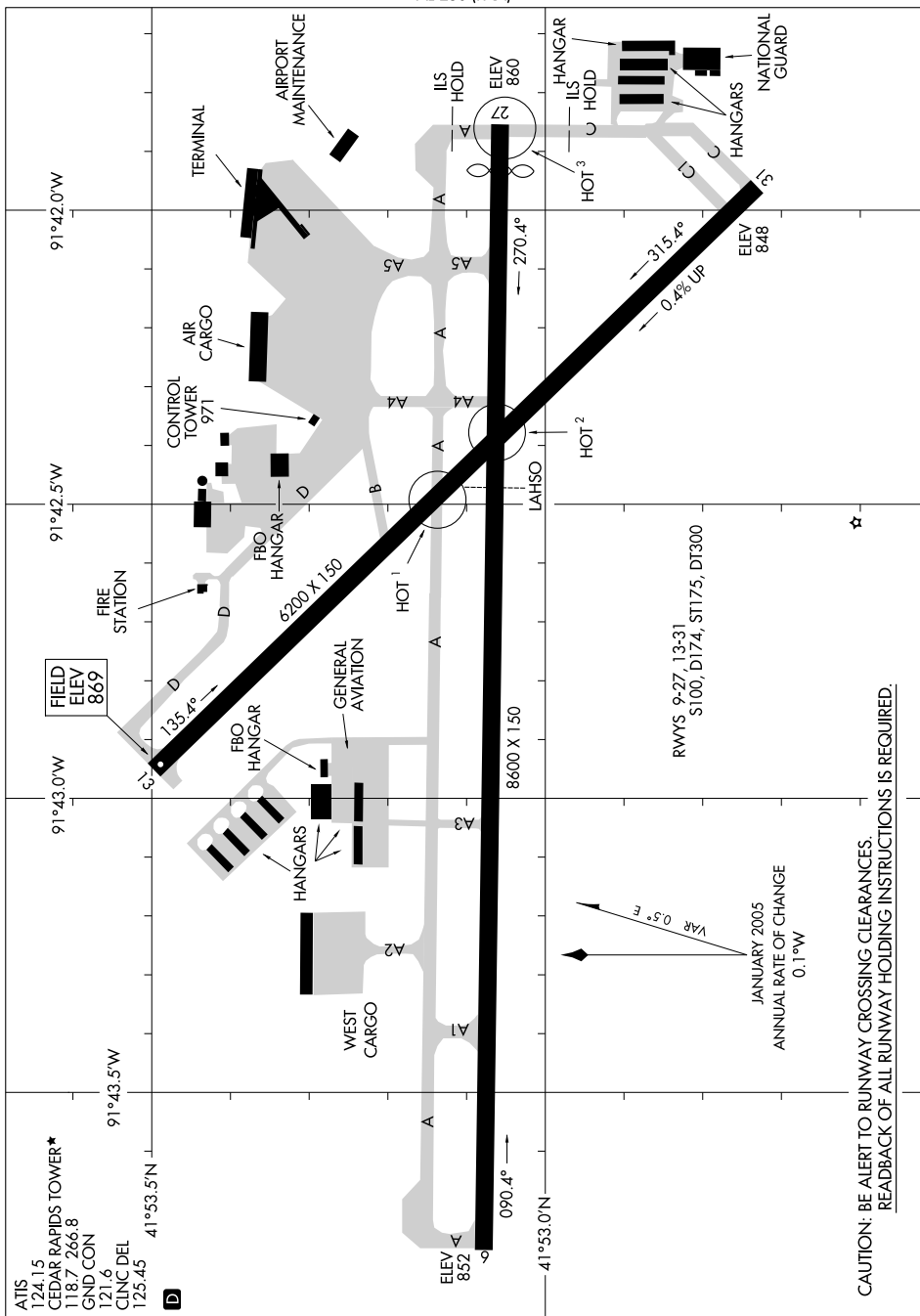
CATEGORY	A	B	C	D
INAV MDA	1640-1 437 (500-1)		1640-1 ¼ 437 (500-¼)	NA
CIRCLING	1720-1 516 (600-1)		1720-1 ½ 516 (600-½)	NA



AIRPORT DIAGRAM

AL-250 (FAA)

CEDAR RAPIDS / THE EASTERN IOWA (CID)
CEDAR RAPIDS, IOWA



⚠ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet.

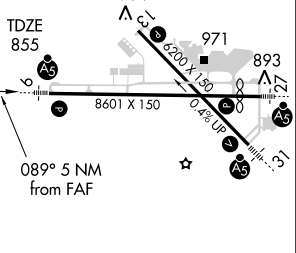
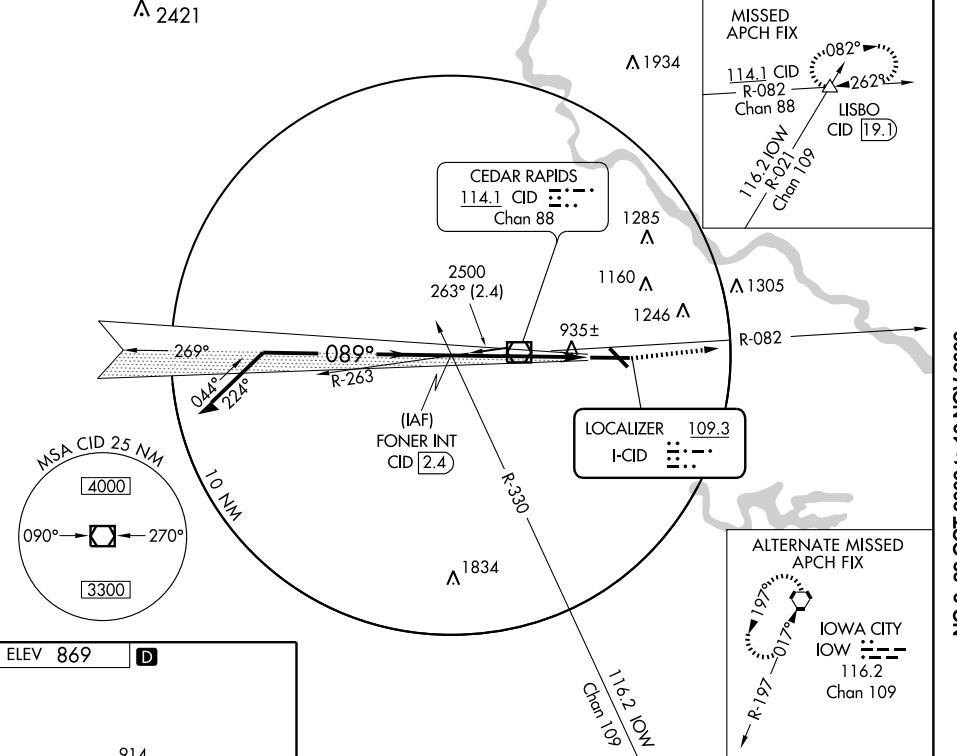
⚠ * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MAISR

A5

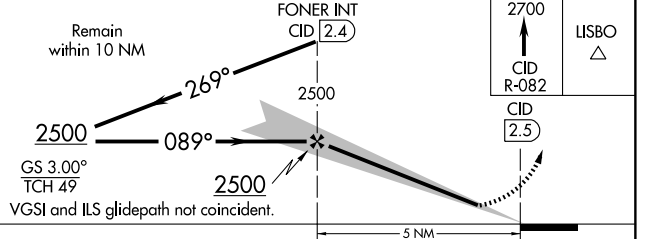
MISSED APPROACH: Climb to 2700 via CID R-082 to LISBO INT/CID 19.1 DME and hold.

ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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MIRL Rwy 13-31
HIRL Rwy 9-27
REIL Rwy 13

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 9	* 1055/24 200 (200-½)			
S-LOC 9	1200/24 345 (400-½)			1200/40 345 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

▼

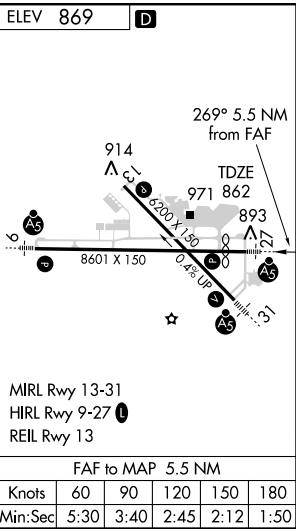
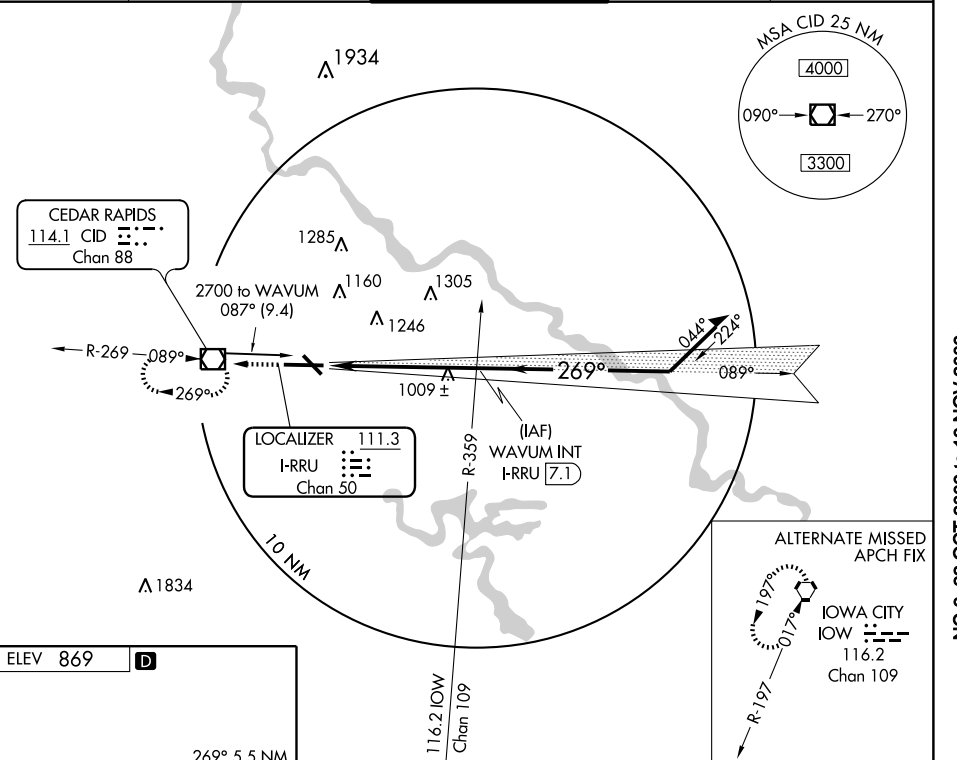
▲

If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.

MALSR

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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	2900	CID	WAVUM INT	
			I-RRU 7.1	Remain within 10 NM
		114.1		
	I-RRU 1.6	I-RRU 2.7	2700	GS 3.00° TCH 49
	1.1 NM	4.4 NM		
CATEGORY	A	B	C	D
S-ILS 27	1062/24 200 (200-½)			
S-LOC 27	1260/24 398 (400-½)			1260/40 398 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

WAAS	APP CRS	Rwy Idg	8175
CH 77603	089°	TDZE	855
W09A		Apt Elev	869

Baro-VNAV NA when using Iowa City altimeter setting.

If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Iowa City altimeter setting.

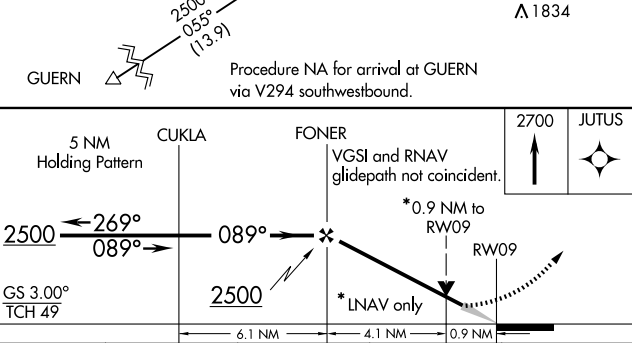
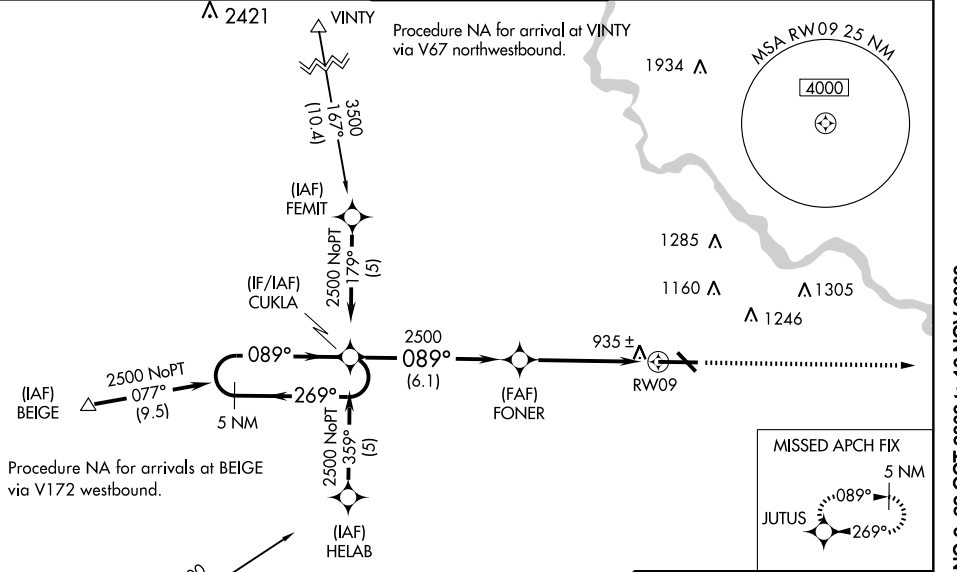
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

For inoperative MALS increase LNAV CAT D visibility to RVR 6000.

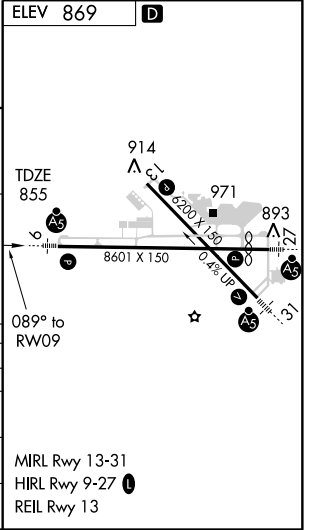
MALS

MISSED APPROACH: Climb to 2700 direct JUTUS and hold.

ATIS	CEDAR RAPIDS APP CON *	CEDAR RAPIDS TOWER *	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) 266.8	121.6	125.45



CATEGORY	A	B	C	D
LPV DA	1105/24 250 (300-½)			
LNAV/VNAV DA	1204/40 349 (400-¾)			
LNAV MDA	1200/24 345 (400-½)			1200/50 345 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)



NC-3 22 OCT 2009 to 19 NOV 2009

WAAS Chan 86201 W13A	APP CRS 134°	Rwy Idg 6200 TDZE 869 Apt Elev 869
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RNAV (GPS) RWY 13

CEDAR RAPIDS/ THE EASTERN IOWA (CID)



Baro-VNAV NA below-16° (4°F).

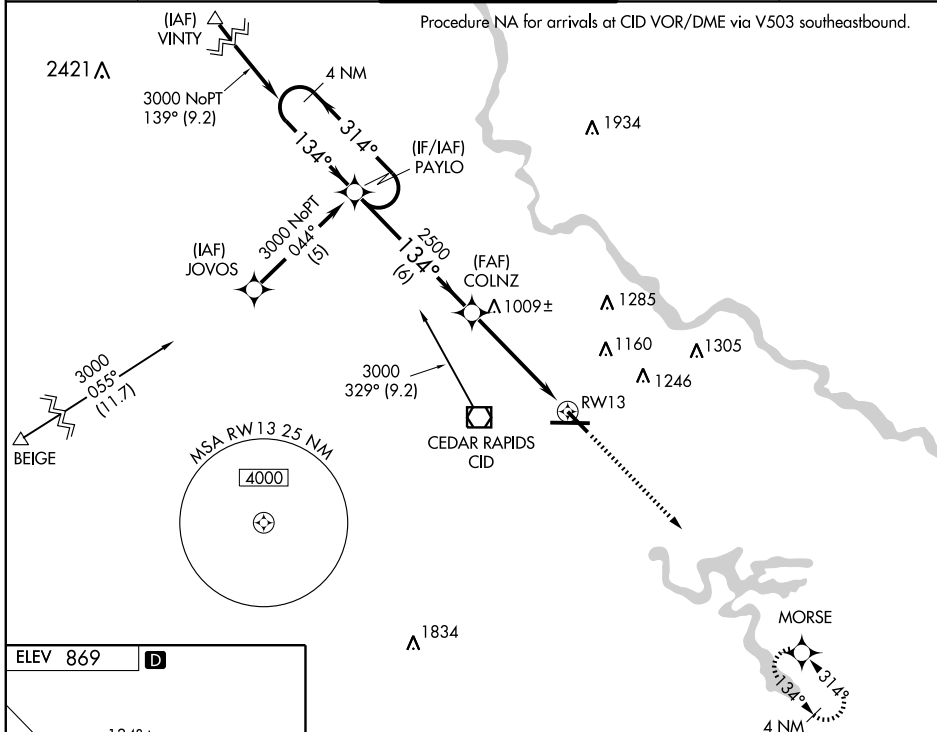
DME/DME RNP-0,3 NA.

Straight in minimums NA at night when control tower closed.

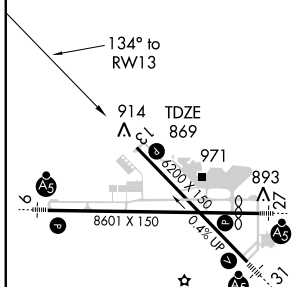
MISSED APPROACH: Climb to 3000 direct MORSE and hold.

ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 0 266.8	GND CON 121.6	CLNC DEL 125.45
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Procedure NA for arrivals at CID VOR/DME via V503 southeastbound.



ELEV 869	D
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4 NM Holding Pattern

PAYLO

COLNZ

3000

314°

134°

1.34°

2500

6 NM

3.9 NM

1 NM

GS 3.00°

TCH 40°

*LNAV only

*1 NM to RW13

RW13

CATEGORY	A	B	C	D
LPV DA	1120-1 251 (300-1)			
LNAV/VNAV DA	1200-1¼ 331 (400-1¼)			
LNAV MDA	1220-1 351 (400-1)			1220-1¼ 351 (400-1¼)
CIRCLING	1280-1¼ 411 (500-1¼)	1320-1¼ 451 (500-1¼)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31

HIRL Rwy 9-27 **L**

REIL Rwy 13

▼

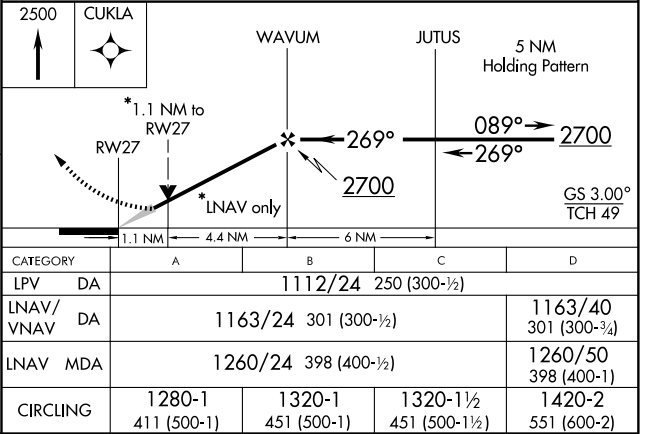
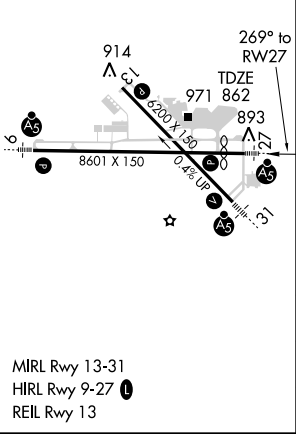
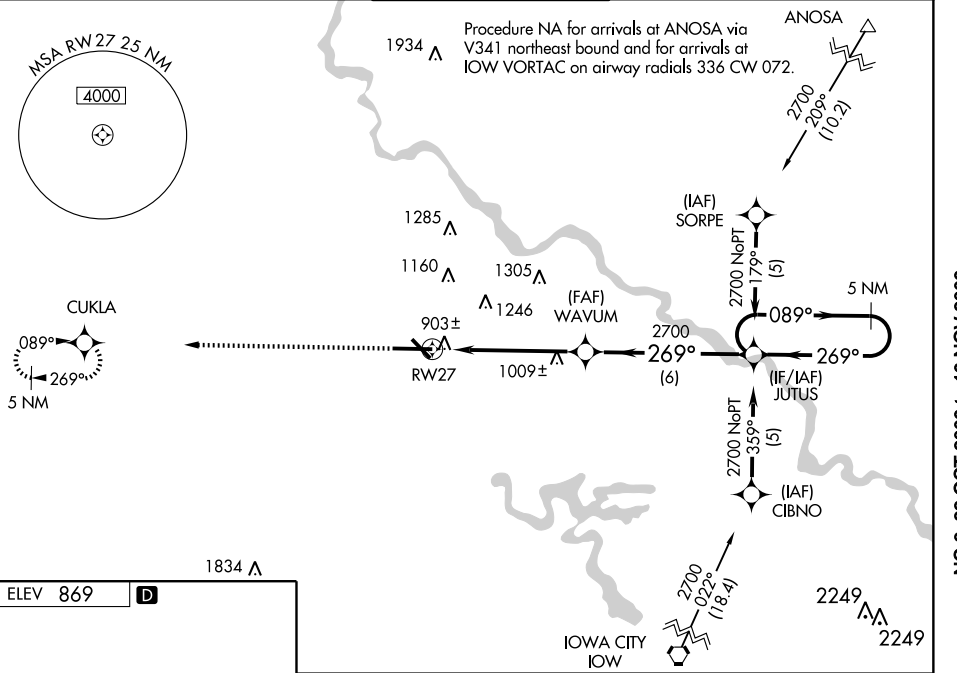
▲

Baro-VNAV NA when using Iowa City altimeter setting.
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2500 direct CUKLA and hold.

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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NC-3: 22 OCT 2009 to 19 NOV 2009

WAAS Chan 77503 W31A	APP CRS 314°	Rwy Idg 6200 TDZE 861 Apt Elev 869
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RNAV (GPS) RWY 31

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

V Baro-VNAV NA below -16°C (4°F).
DME/DME RNP-0.3 NA.
Straight in minimums NA at night when control tower closed.
For inoperative MALSR increase LNAV/VNAV CAT D visibility
to 1 and LNAV CAT D visibility to 1½ mile.

MALSR



MISSED APPROACH: Climb to 3000 direct PAYLO and hold.

ATIS
124.15

CEDAR RAPIDS APP CON★
119.7 266.8

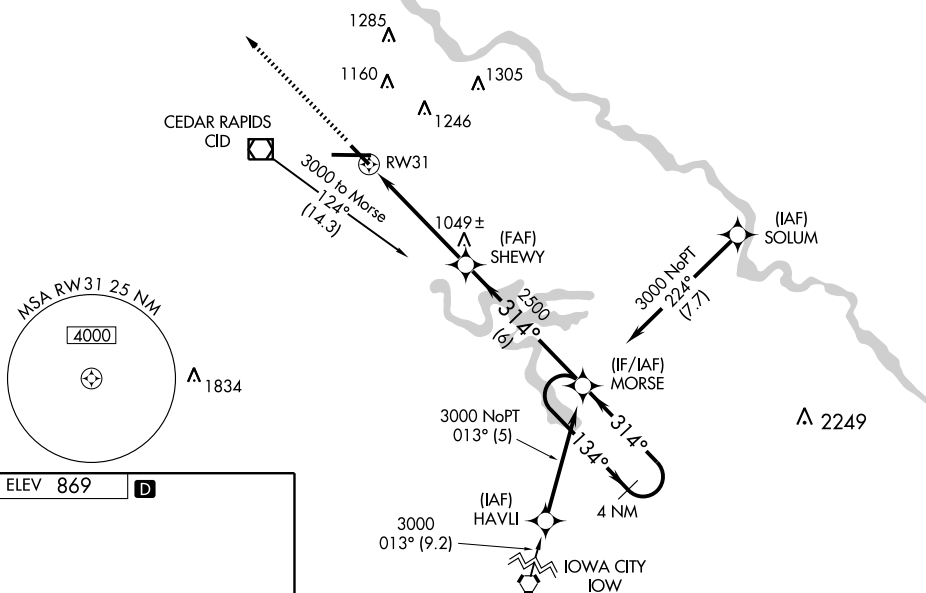
CEDAR RAPIDS TOWER★
118.7 (CTAF) **L** 266.8

GND CON
121.6

CLNC DEL
125,45



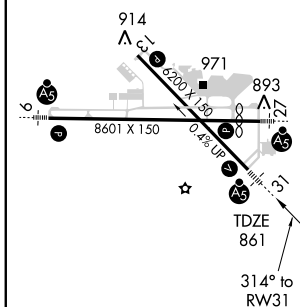
Procedure NA for arrival on CID VOR/DME airway radials 082 CW 156 and on IOW VORTAC airway radials 336 CW 072 and arrivals at SOLUM via V294 eastbound.



NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV	869
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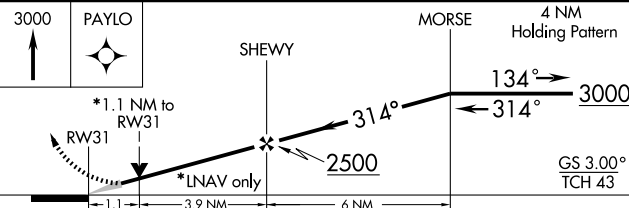
D



MIRL Rvv 13-31

HIRE Rwy 9-27

REIL Rwy 13



CATEGORY		A	B	C	D
LPV	DA	1120-½ 259 (300-½)			
LNAV/ VNAV	DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)
LNAV	MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)
CIRCLING		1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

VOR/DME CID	APP CRS	Rwy Idg	8175
114.1	089°	TDZE	855
Chan 88		Apt Elev	869

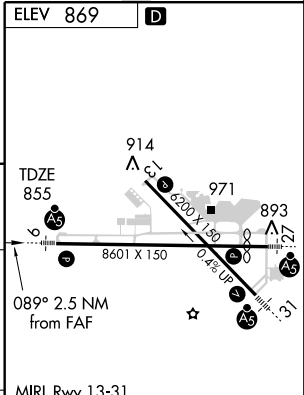
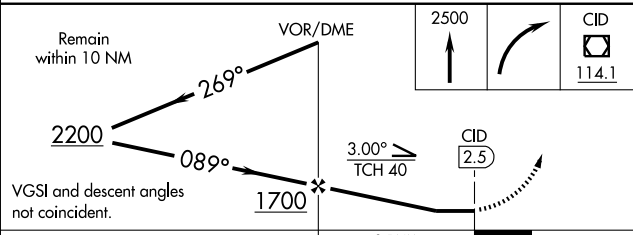
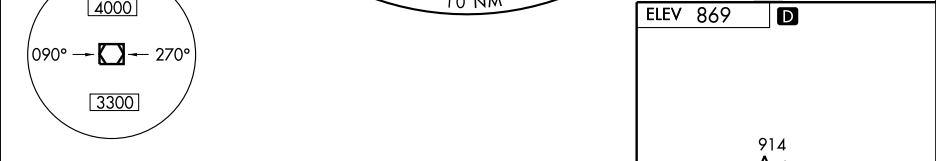
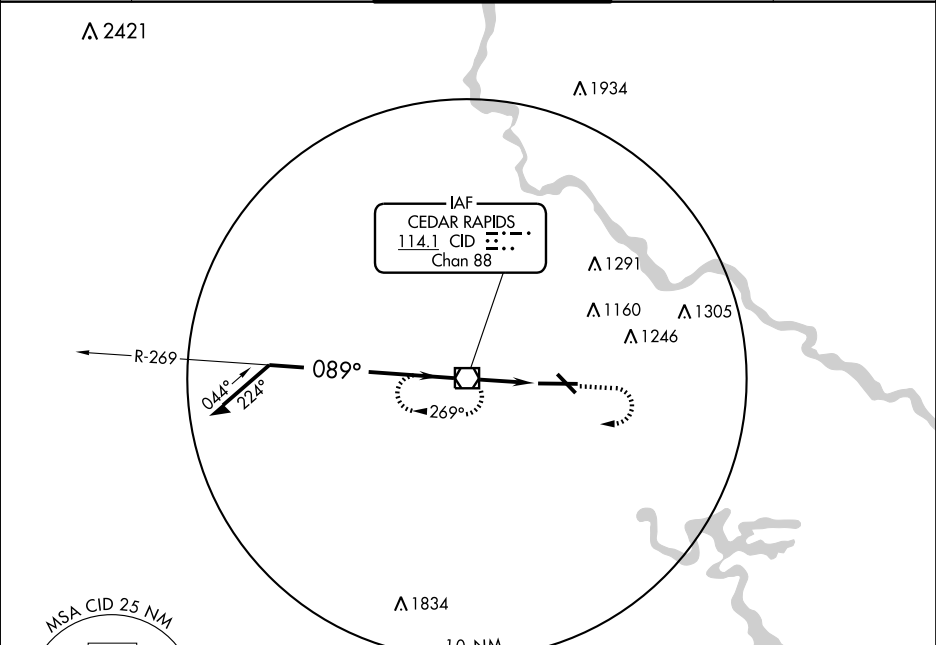
T

For inoperative MALS increase S-9 Cat D visibility to RVR 6000.

MALS

MISSED APPROACH: Climb to 2500 then right turn direct CID VOR/DME and hold.

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 0 266.8	GND CON 121.6	CLNC DEL 125.45
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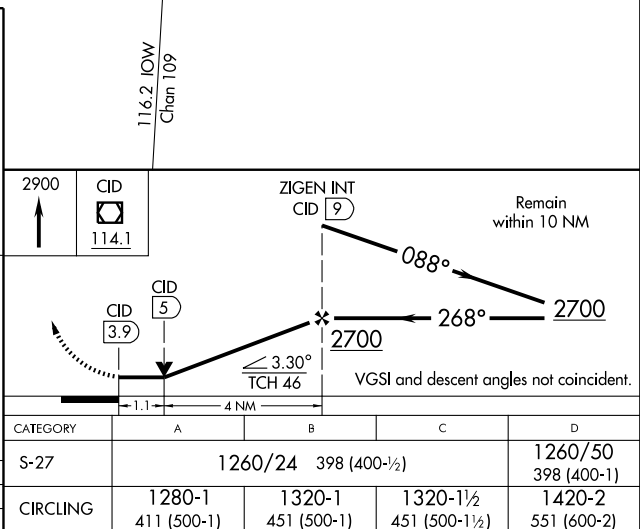
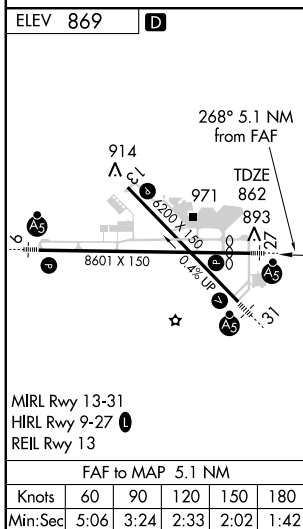
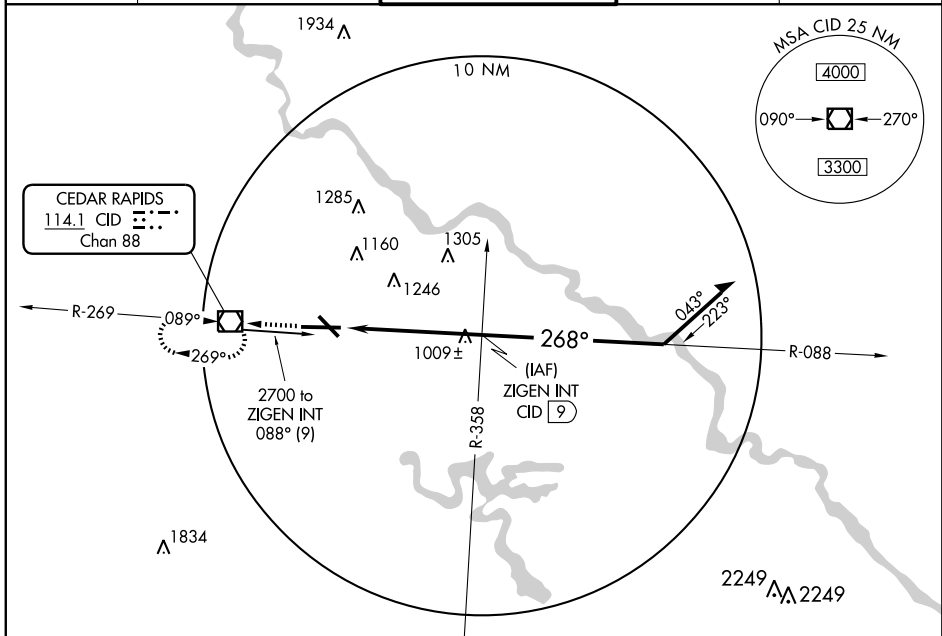
CATEGORY	A	B	C	D
S-9	1240/24	385 (400-½)		1240/50 385 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
HIRL Rwy 9-27
REIL Rwy 13

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 0 266.8	GND CON 121.6	CLNC DEL 125.45
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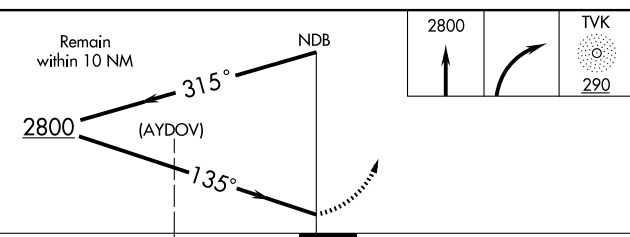
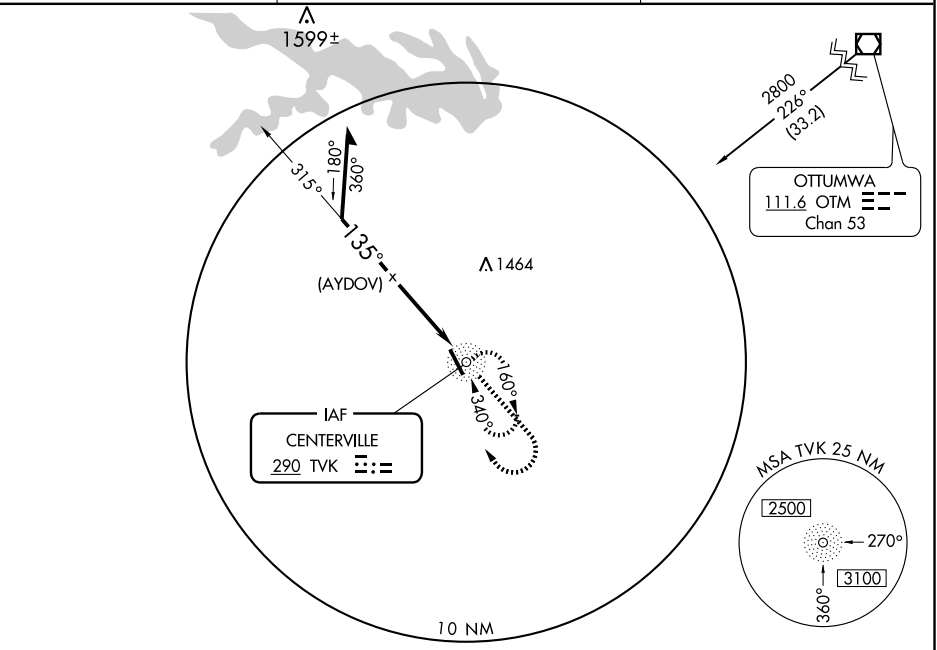
NDB TVK	APP CRS	Rwy Idg	4099
<u>290</u>	135°	TDZE	1023
		Apt Elev	1028

NDB or GPS RWY 16

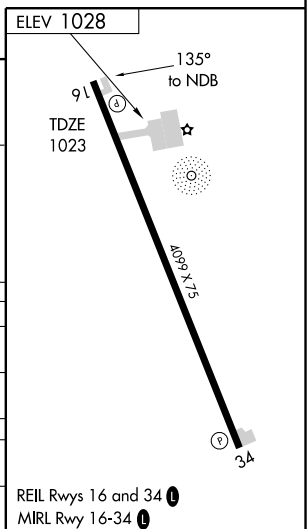
ANA When local altimeter setting not received, use Des Moines altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct TVK NDB and hold.

ASOS 123.775	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-16	1740-1	717 (800-1)	1740-2 717 (800-2)	1740-2 ¼ 717 (800-2 ¼)
CIRCLING	1740-1	712 (800-1)	1740-2 712 (800-2)	1740-2 ¼ 712 (800-2 ¼)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-16	1900-1 877 (900-1)	1900-1 ¼ 877 (900-1 ¼)	1900-2 ½ 877 (900-2 ½)	1900-2 ¾ 877 (900-2 ¾)
CIRCLING	1900-1 872 (900-1)	1900-1 ¼ 872 (900-1 ¼)	1900-2 ½ 872 (900-2 ½)	1900-2 ¾ 872 (900-2 ¾)



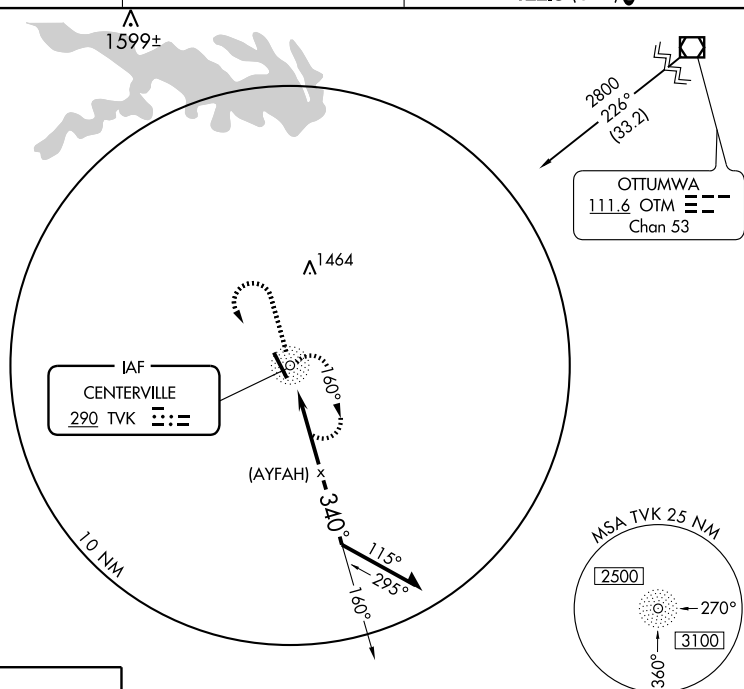
NDB TVK	APP CRS	Rwy Idg	4099
<u>290</u>	340°	TDZE	1023
		Apt Elev	1028

NDB or GPS RWY 34
CENTERVILLE MUNI (TVK)

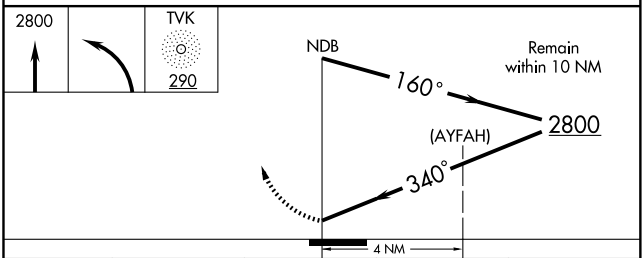
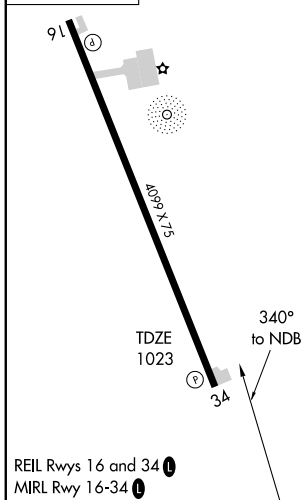
<p>▲ NA When local altimeter setting not received, use Des Moines altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2800 then left turn direct TVK NDB and hold.</p>
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ASOS
123,775

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) 

ELEV 1028	
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CATEGORY	A	B	C	D
S-34	1640-1 617 (700-1)		1640-1¾ 617 (700-1¾)	1640-2 617 (700-2)
CIRCLING	1640-1 612 (700-1)		1640-1¾ 612 (700-1¾)	1640-2 612 (700-2)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-34	1780-1 757 (800-1)	1780-1¼ 757 (800-1¼)	1780-2¼ 757 (800-2¼)	1780-2½ 757 (800-2½)
CIRCLING	1780-1 752 (800-1)	1780-1¼ 752 (800-1¼)	1780-2¼ 752 (800-2¼)	1780-2½ 752 (800-2½)

GPS RWY 10

CHARITON MUNI (CNC)

APP CRS	Rwy Idg	4000
099°	TDZE	1046
	Apt Elev	1050

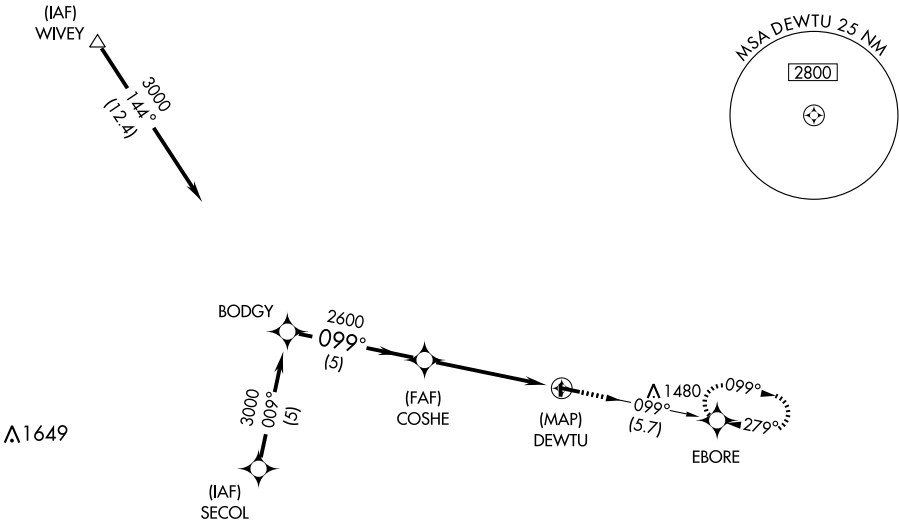
▲ NA

MISSED APPROACH: Climb to 3000 via 099° course to EBORE WP and hold.

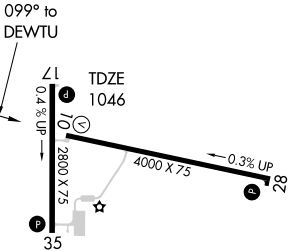
AWOS-3
125.525

DES MOINES APP CON
135.2 360.7

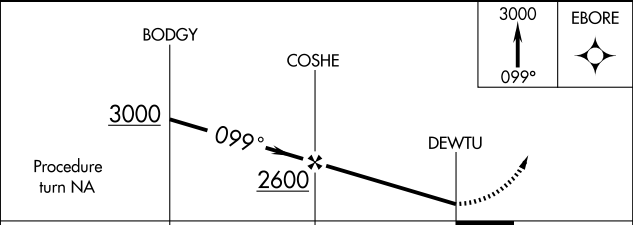
UNICOM
122.8 (CTAF) **1**




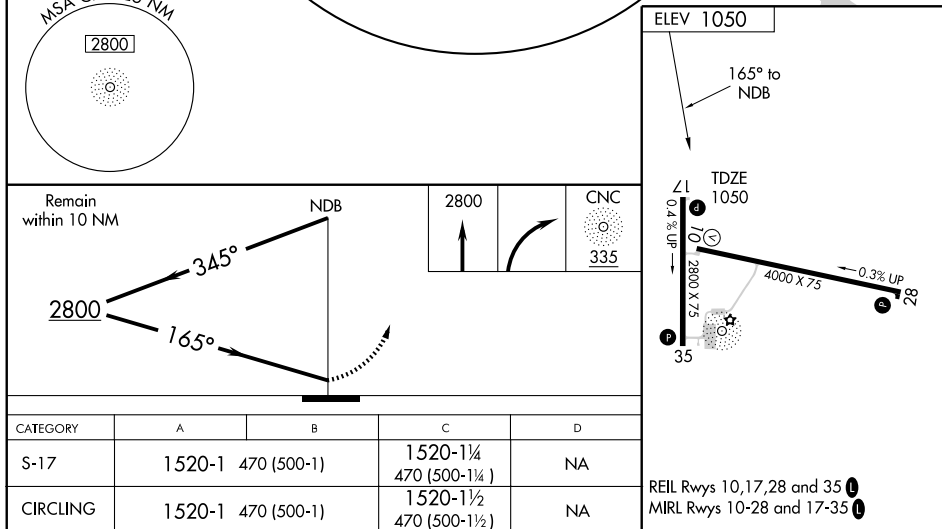
ELEV 1050



REIL Rwy 10, 17, 28 and 35 **1**
MIRL Rwy 10-28 and 17-35 **1**

				EBORE	
CATEGORY		A	B	C	D
S-10		1 440-1 394 (400-1)			NA
CIRCLING		1 460-1 410 (500-1)	1 500-1 450 (500-1)	1 500-1½ 450 (500-1½)	NA

 NA		MISSED APPROACH: Climb to 2800 then right turn direct CNC NDB and hold.	
AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) ①	



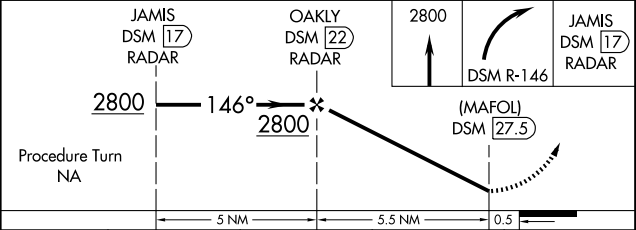
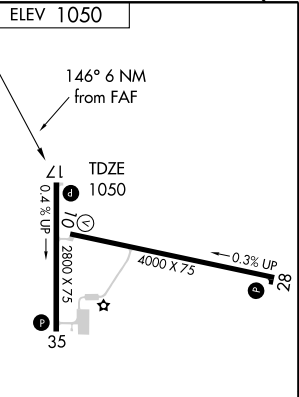
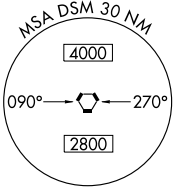
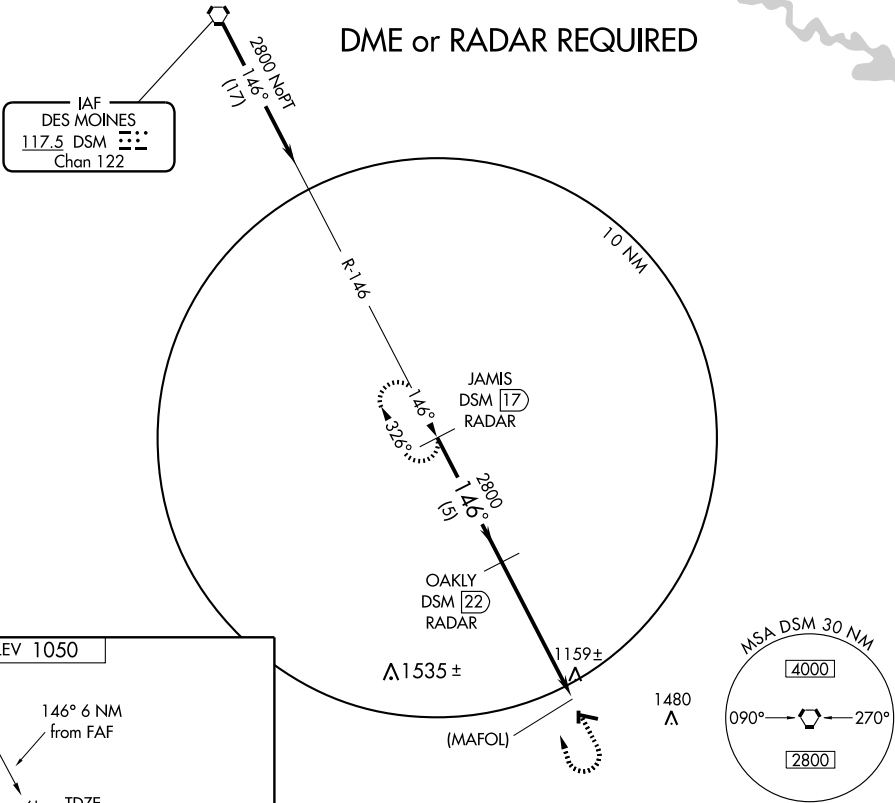
VORTAC DSM 117.5 Chan 122	APP CRS 146°	Rwy Idg TDZE Apt Elev	2800 1050 1050
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VOR or GPS RWY 17
CHARITON MUNI (CNC')

MISSED APPROACH: Climb to 2800 then right turn via DSM R-146 to JAMIS/DSM 17 DME/RADAR and hold.

AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF)
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DME or RADAR REQUIRED



REIL Rwy 10, 17, 28 and 35
MIRL Rwy 10-28 and 17-35

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-17	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA
CIRCLING	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA

LOC RWY 12

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

LOC I-YYY 108.3	APP CRS 122°	Rwy Idg TDZE Apt Elev	4001 1120 1125
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ADF required.
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

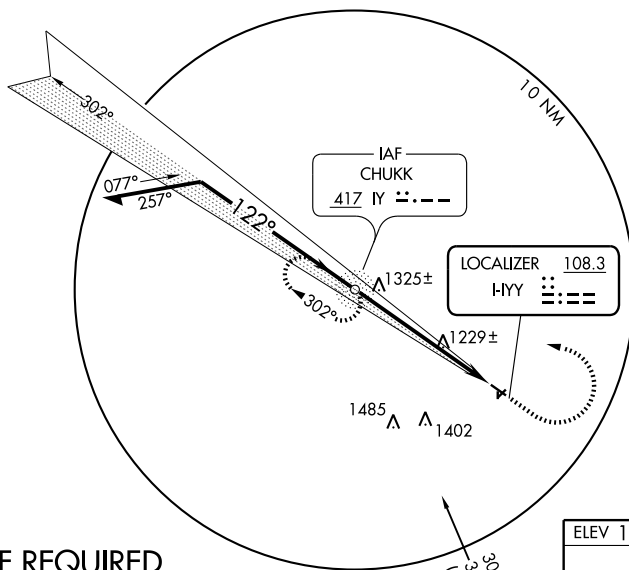
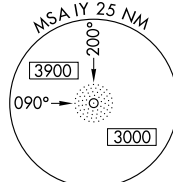
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct IY NDB and hold.

AWOS-3
125.525

WATERLOO APP CON ★
118.9 251.15

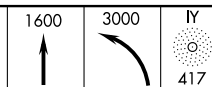
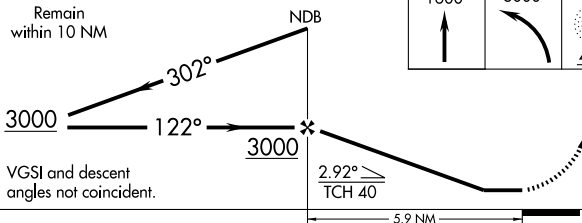
UNICOM
122.8 (CTAF)

Λ 2799



ADF REQUIRED

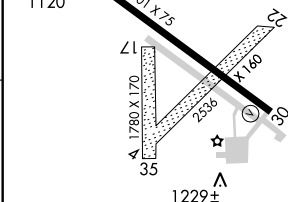
Remain within 10 NM



ELEV 1125

122° 5.9 NM from FAF

TDZE 1120



MIRL Rwy 12-30
REIL Rwy 12 and 30

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ELEV 1125

122° 5.9 NM
from FAF

TDZE
1120

4001 X 75

1780 X 170

2336 X 160

1229±

MRL Rwy 12-30

REIL Rwy 12 and 30

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

APP CRS	Rwy Idg	4001
122°	TDZE	1120
	Apt Elev	1125

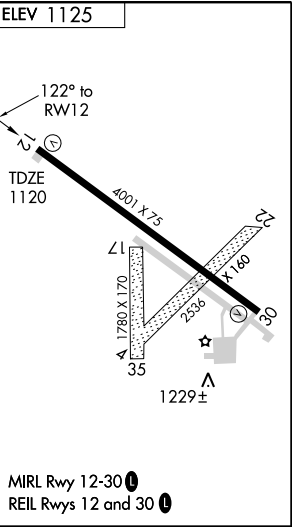
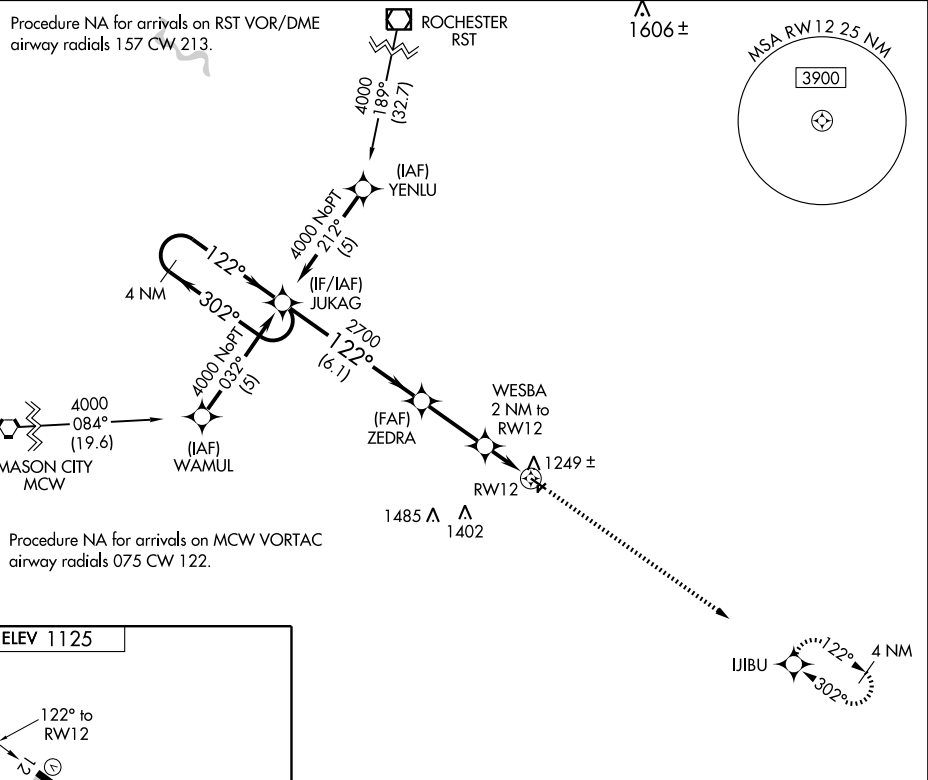
RNAV (GPS) RWY 12

CHARLES CITY/NORTHEAST IOWA RGNL (CCY)

⚠ DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
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<div>4 NM Holding Pattern</div> <div>JUKAG</div> <div>ZEDRA</div> <div>WESBA 2 NM to RW12</div> <div>4000</div> <div>IJIBU</div>				
<div>4000 ← 302°</div> <div>122° →</div> <div>122°</div> <div>3.04° TCH 40</div> <div>1.1 NM to RW12</div> <div>VGSI and descent angles not coincident.</div> <div>2700</div> <div>1800</div> <div>6.1 NM</div> <div>2.8 NM</div> <div>0.9</div> <div>1.1 NM</div> <div>RW12</div>				
CATEGORY	A	B	C	D
LNAV MDA	1500-1 380 (400-1)		NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

APP CRS	Rwy Idg	4001
302°	TDZE	1120
	Apt Elev	1125

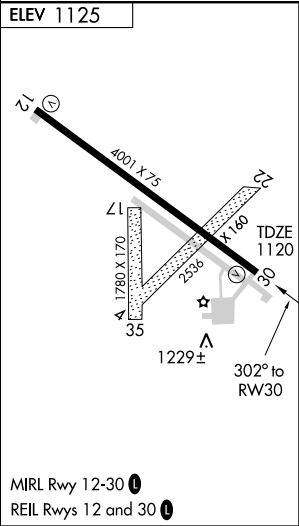
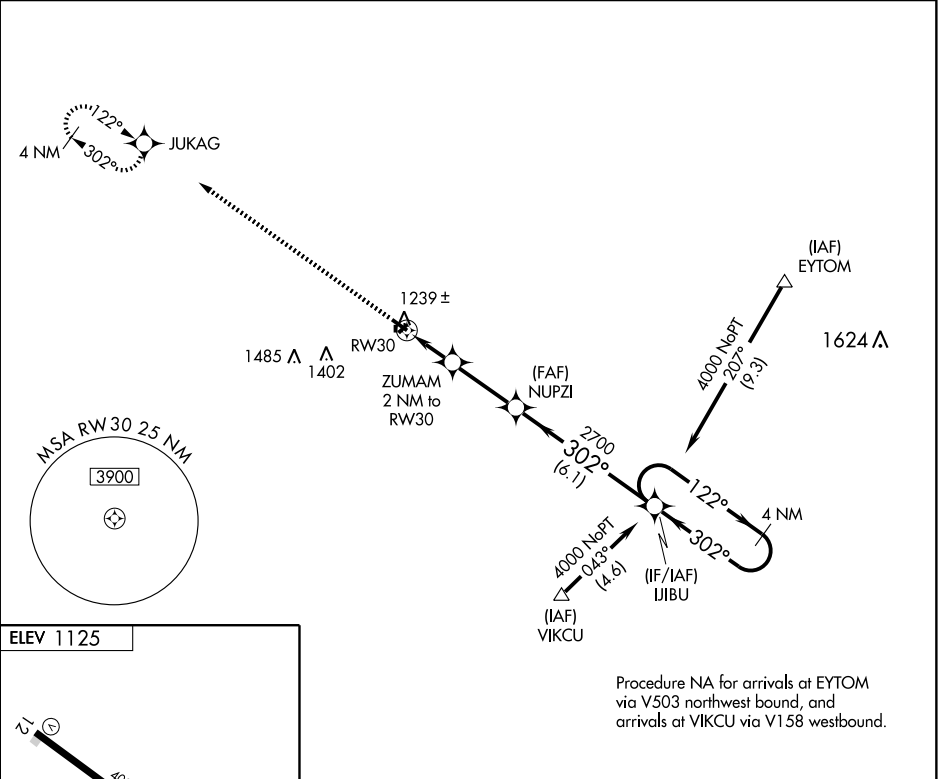
RNAV (GPS) RWY 30

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

⚠ DME/DME RNP-0.3 NA
⚠ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) ①
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	4000	JUKAG	ZUMAM 2 NM to RW30	NUPZI	IJIBU	4 NM Holding Pattern
			1.1 NM to RW30	3.04° TCH 40	2700	4000
			1.1 NM	0.9	2.8 NM	6.1 NM
CATEGORY	A	B	C	D		
LNAV MDA	1500-1	380 (400-1)	NA			
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA			

APP CRS	Rwy Idg	3801
358°	TDZE	1227
	Apt Elev	1227

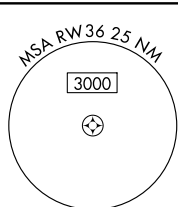
RNAV (GPS) Y RWY 36
CHEROKEE COUNTY RGNL (CKP)

- T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A Circling to Rwy 1-19 NA. Circling NA at night.
 When local altimeter setting not received, use Storm Lake altimeter setting and increase all MDA 80 feet.
 VDP NA when using Storm Lake altimeter setting.

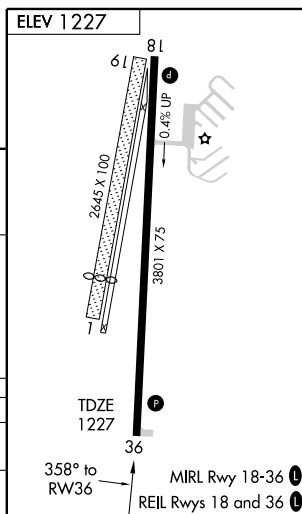
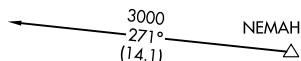
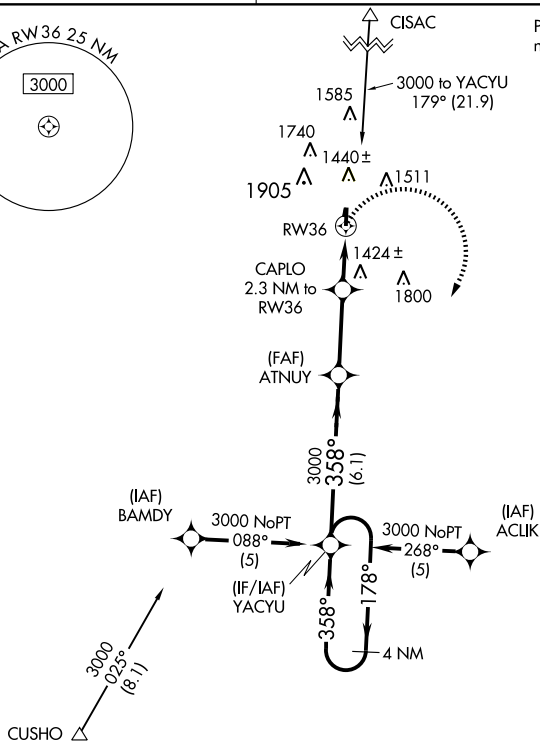
MISSED APPROACH: Climbing right turn to 3000 direct YACYU and hold.

AWOS-3
119.225

MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at CISAC via V219
northeast bound.



4 NM
Holding Pattern

YACYU

ATNUY

3000

YACYU

$$\begin{array}{r} \overline{3000} \quad \xleftarrow{178^\circ} \\ \underline{\hspace{1cm}} \quad \xrightarrow{359^\circ} \end{array}$$

3000

3.05°
TCH

CAPLO
2.3 NM

1.1 NM to
RW36

VGSI and descent angles not coincident

CATEGORY	A	B	C	D
LNAV MDA	1680-1	453 (500-1)	NA	
CIRCLING	1800-1	573 (600-1)	NA	

WAAS CH 56512 W36A	APP CRS 358°	Rwy Idg 3801 TDZE 1227 Apt Elev 1227
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RNAV (GPS) Z RWY 36
CHEROKEE COUNTY RGNL (CKP)

▼ Baro-VNAV NA when using Storm Lake altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Circling to Rwy 1-19 NA. Circling NA at night.
 When local altimeter setting not received, use Storm Lake altimeter setting and increase all DA 74 feet and all MDA 80 feet and all visibility ¼ mile.

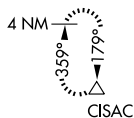
MISSED APPROACH: Climb to 3200 direct
DULMY and via 003° track to CISAC and hold.

AWOS-3
119.225

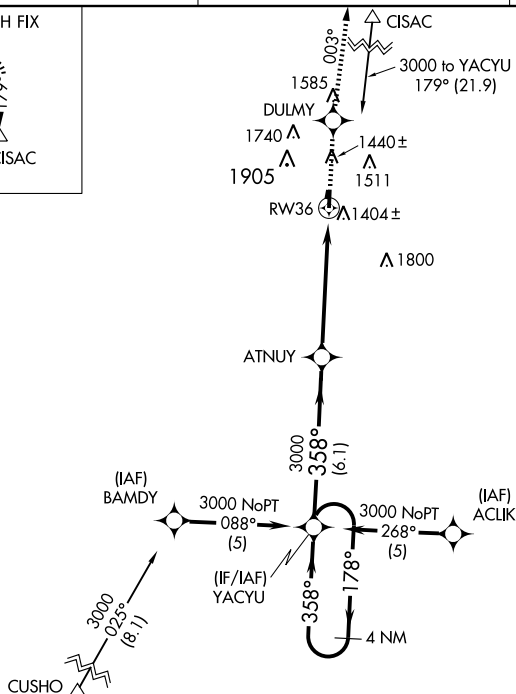
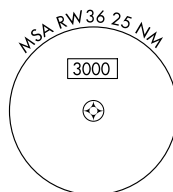
MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF) 

MISSED APCH FIX



Procedure NA for arrivals at CISAC
via V219 northeast bound.



3000
271°
(14.1)

NEMAH

ELEV 1227

4 NM
Holding Pattern

YACYU

ATNUY

3200

003°

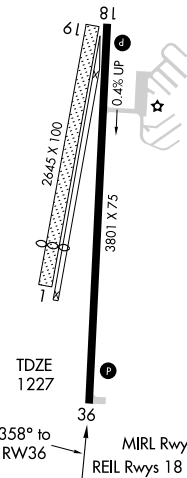
CISAC

3000 $\xleftarrow{178^\circ}$ $\xrightarrow{358^\circ}$

VGSI and KINAV glidopain
not coincident.

GS 3.00'
TCH 40'

RW36

TDZE
1227

MIRL Rwy 18-36 **L**
REIL Rwys 18 and 36 **L**

GPS RWY 20

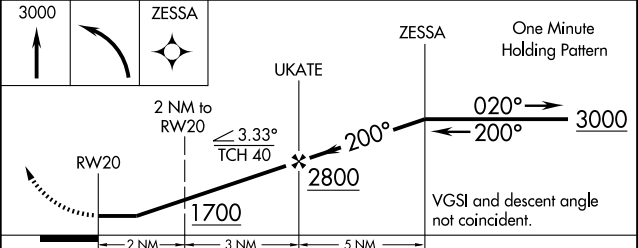
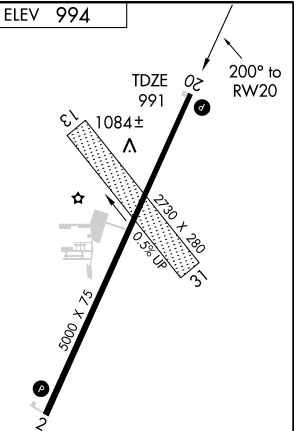
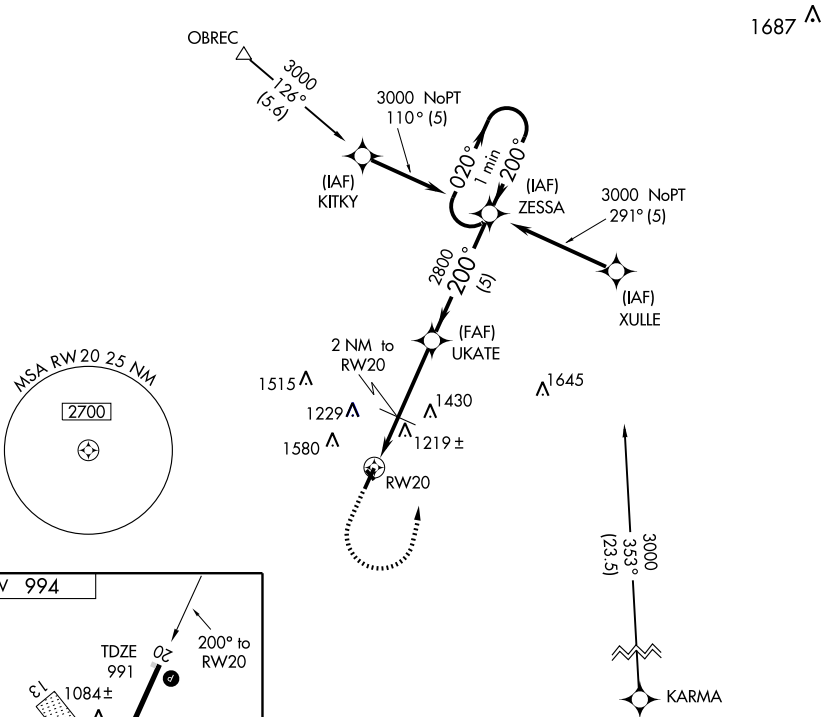
CLARINDA/SCHENCK FIELD (ICL)

APP CRS	Rwy Idg	5000
200°	TDZE	991
	Apt Elev	994

NA
If local altimeter setting not received, use Shenandoah Muni altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000, then left turn direct ZESSA WP and hold.

AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-20	1480-1 489 (500-1)		NA	
CIRCLING	1580-1 586 (600-1)		NA	

REIL Rwy 2 and 20

MIRL Rwy 2-20

NDB ICL 353	APP CRS 345°	Rwy Idg TDZE Apt Elev	NA NA 994
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NDB-A

CLARINDA/SCHENCK FIELD (ICL)



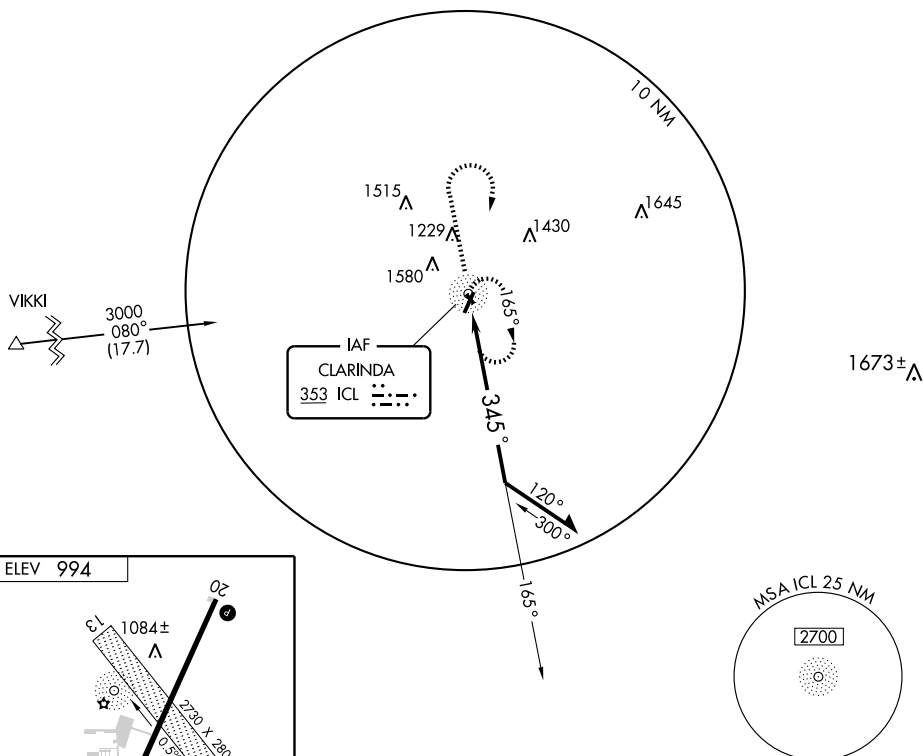
A NA

MISSED APPROACH: Climb to 2800, then turn right direct ICL NDB and hold.

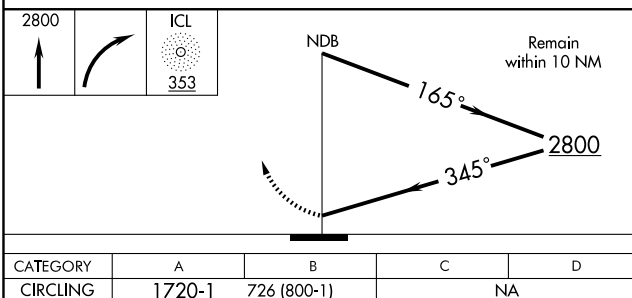
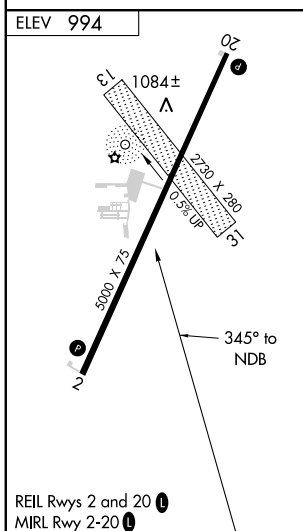
AWOS-3
132,025

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) **L**






NC-3, 22 OCT 2009 to 19 NOV 2009

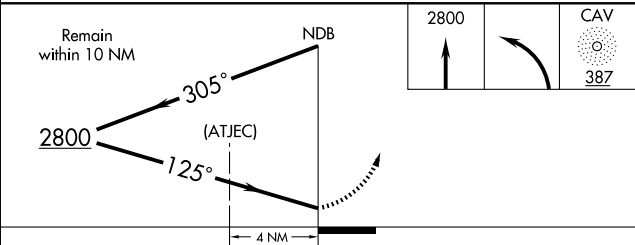
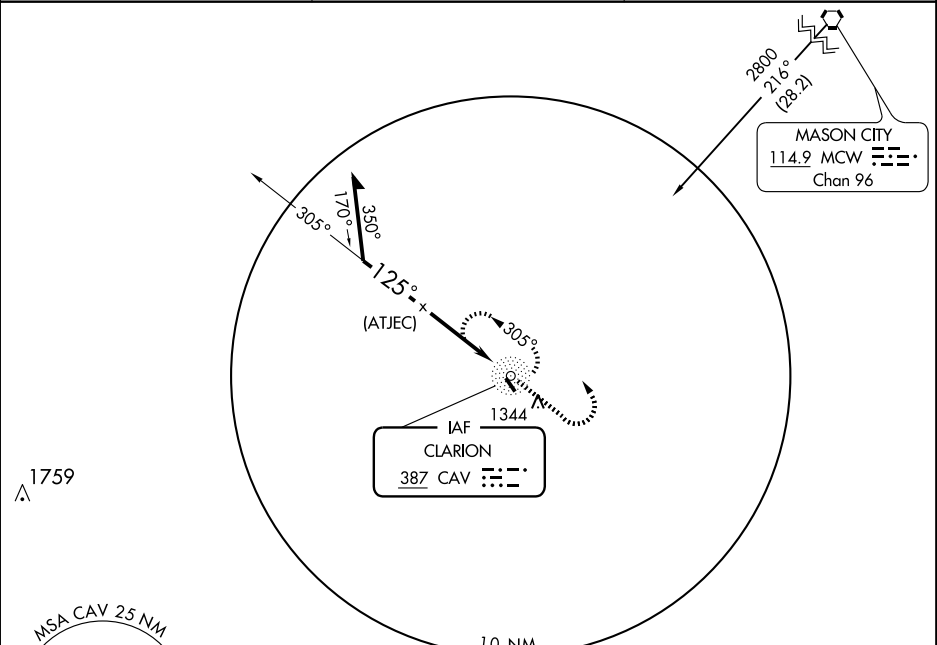


NDB CAV 387	APP CRS 125°	Rwy Idg TDZE Apt Elev	3515 1156 1162
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NDB or GPS RWY 14
CLARION MUNI (CAV)

  NA	MISSED APPROACH: Climb to 2800 then left turn direct CAV NDB and hold.
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AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
S-14	1640-1	484 (500-1)	1640-1¼ 484 (500-1¼)	NA
CIRCLING	1740-1	578 (600-1)	1740-1½ 578 (600-1½)	NA

REIL Rwy 14 and 32 
MIRL Rwy 14-32 

AIRPORT DIAGRAM

AL-972 (FAA)

CLINTON MUNI (CWI)
CLINTON, IOWA

AWOS-3
125.525
CLNC DEL
118.5
CTAF/UNICOM
122.8

D

VAR 0.1° W
N
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
708ELEV
707ELEV
701

41°50.5'N

41°50'N

RWY 3-21
S37, D48
RWY 14-32
S36, D44

△744

ELEV
691

TERMINAL

ELEV
690

41°49.5'N

90°20'W

90°19.5'W

NC-3, 22 OCT 2009 to 19 NOV 2009

GPS RWY 14
CLINTON MUNI (CWI)

A NA

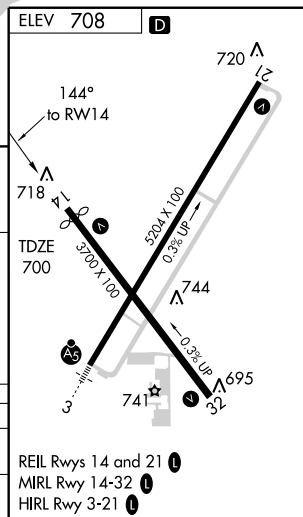
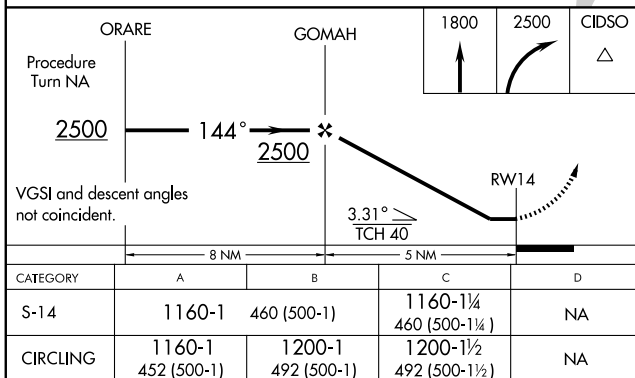
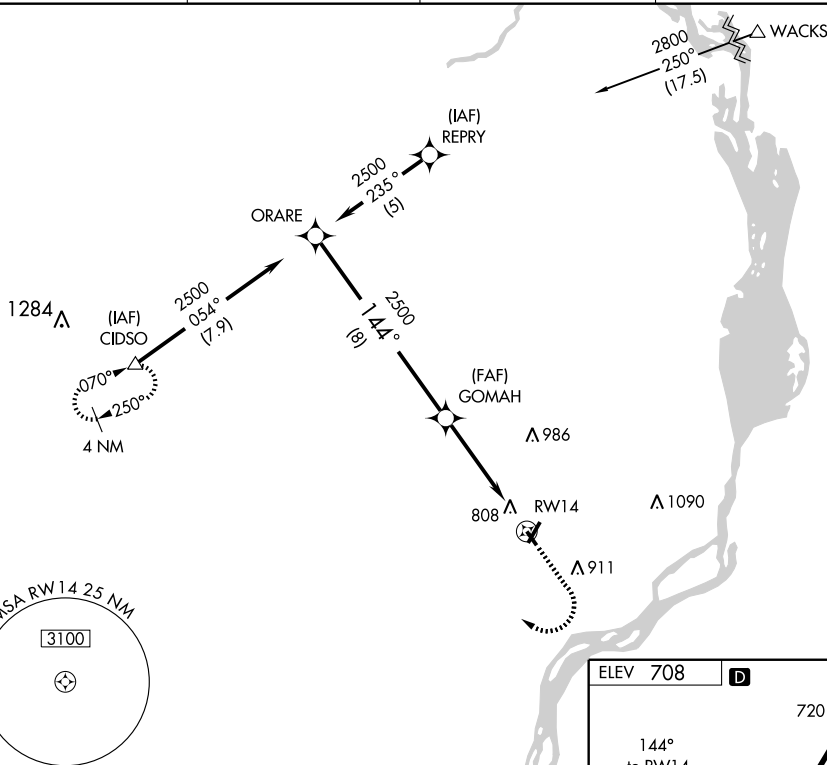
MISSED APPROACH: Climb to 1800, then climbing right turn to 2500 direct CIDS WP and hold.

AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118,5 L

UNICOM
122.8 (CTAF)



APP CRS 325°	Rwy Idg TDZE Apt Elev	3700 698 708
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GPS RWY 32
CLINTON MUNI (CWI)

T
A NA

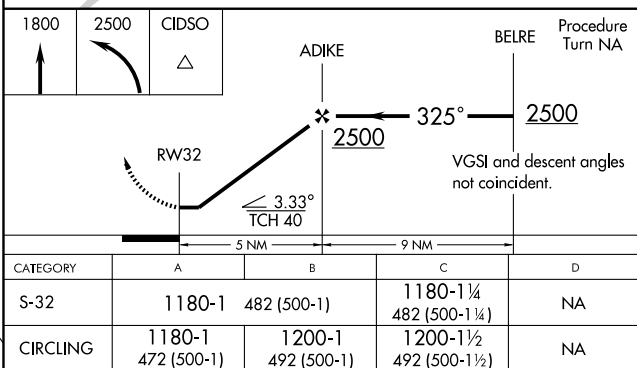
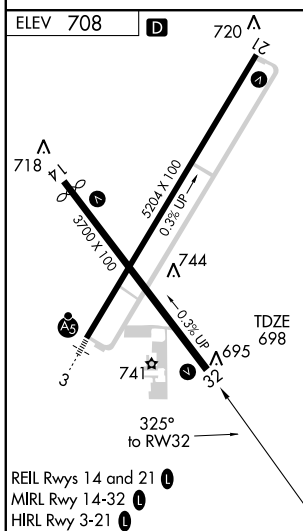
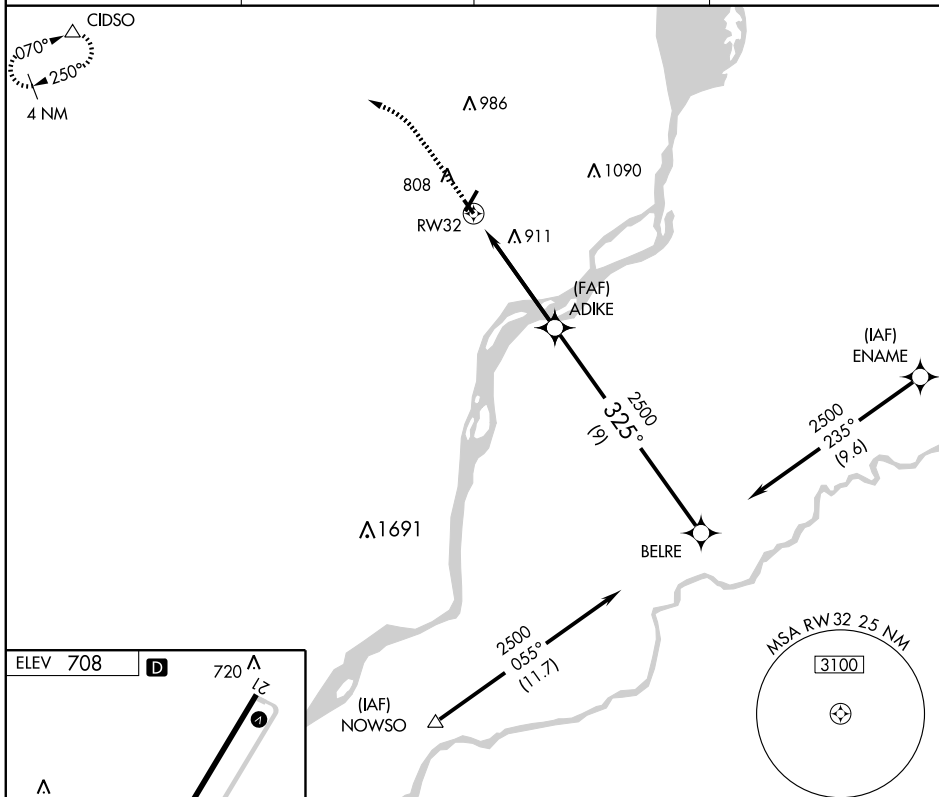
MISSED APPROACH: Climb to 1800, then climbing left turn to 2500 direct CIDSO WP and hold.

AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5 

UNICOM
122.8 (CTAF)



LOC/DME I-FNO 109.7 Chan 34	APP CRS 030°	Rwy Idg 5204 TDZE 700 Apt Elev 708
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ILS RWY 3
CLINTON MUNI (CWI)



ANA

MALSR



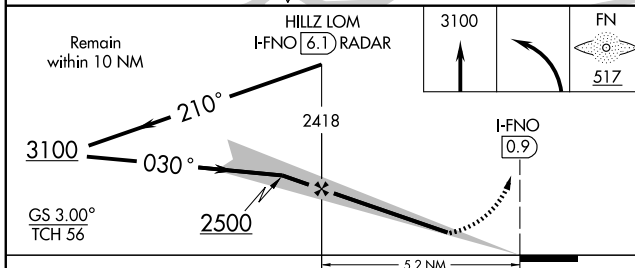
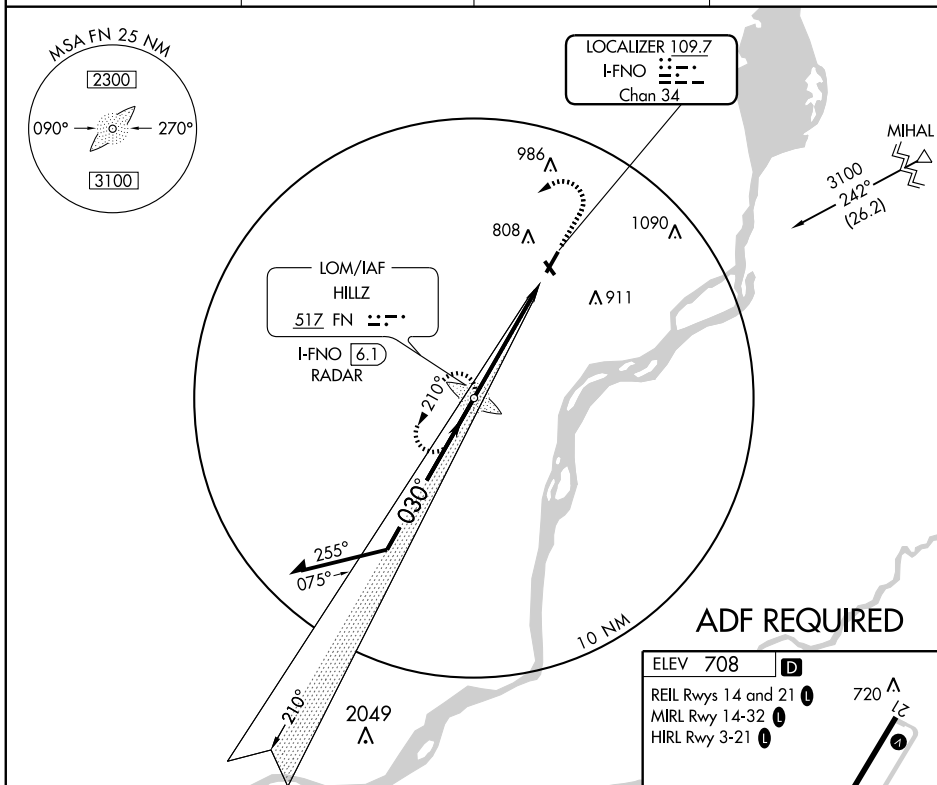
MISSED APPROACH: Climb to 3100 then left turn direct HILLZ LOM and hold.

AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5 L

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-ILS 3	900-1/2	200 (200-1/2)		NA
S-LOC 3	1080-1/2	380 (400-1/2)		NA
CIRCLING	1120-1 412 (500-1)	1200-1 492 (500-1)	1200-1 1/2 492 (500-1 1/2)	NA

ELEV 708

D

REIL Rlys 14 and 21

MIRL Rwy 14-32

HIRL Rwy 3-21

720

718

3700 X 100

5204 X 100

0.3% UP

744

741

695

720

TDZE 700

030° 5.2 NM from FAF


FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

WAAS CH 69610 W03A	APP CRS 030°	Rwy Idg TDZE Apt Elev	5204 700 708
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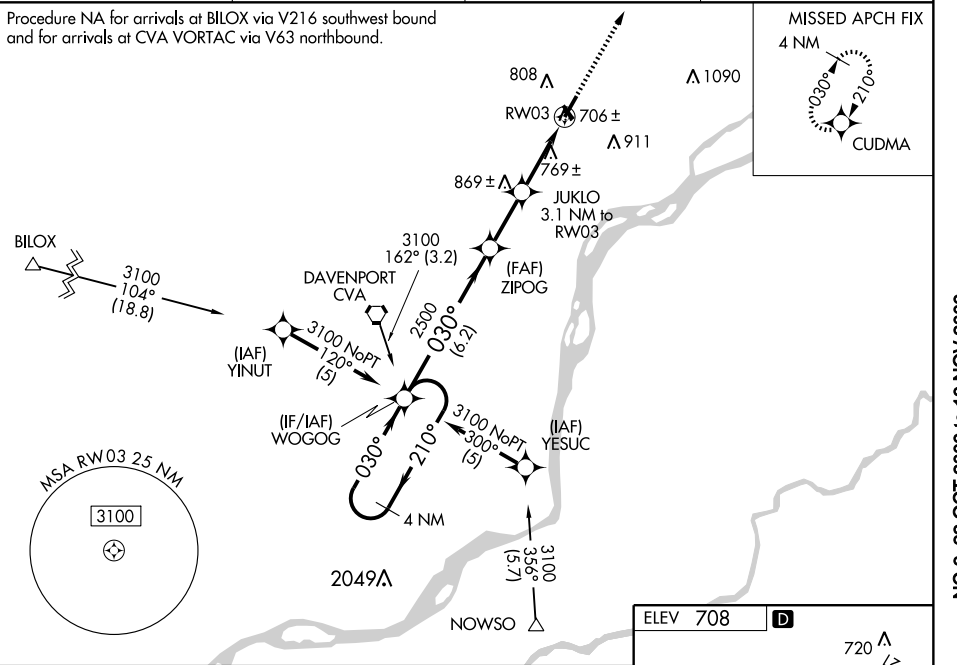
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

▲ Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

MALSR


MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

AWOS-3 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5 	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern

WOGOG

ZIPOG

JUKLO 3.1 NM to RW03

*1.1 NM to RW03

RW03

2500

*1740

6.2 NM

2.3 NM

2 NM

1.1

2500

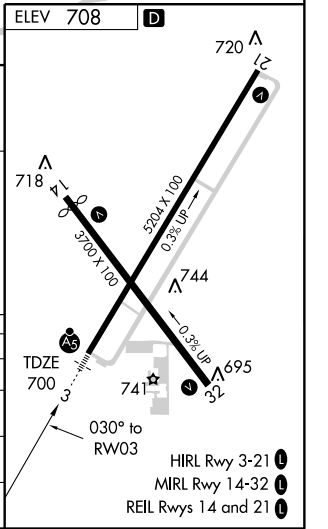
CUDMA

*LNAV only

GS 3.00°

TCH 56

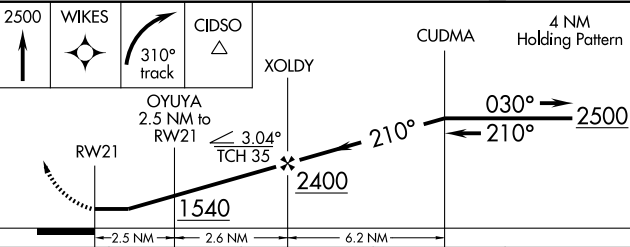
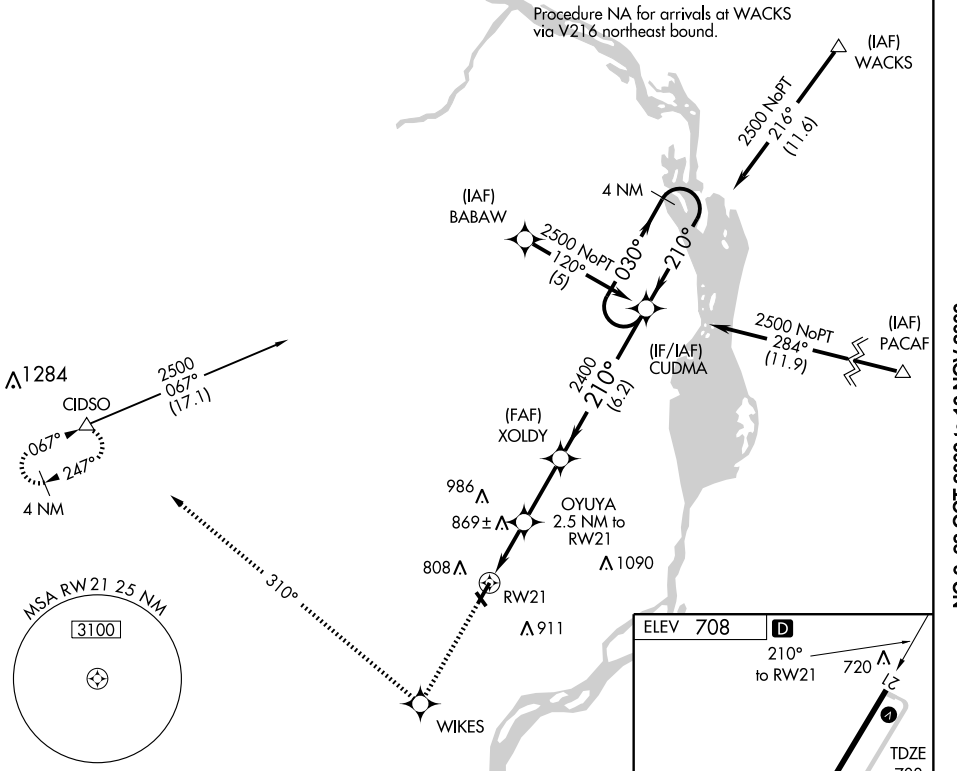
CATEGORY	A	B	C	D
LPV DA	900-½	200 (200-½)		NA
LNAV/VNAV DA	1039-¾	339 (400-¾)		NA
LNAV MDA	1020-½	320 (400-½)		NA
CIRCLING	1140-1 432 (500-1)	1200-1 492 (500-1)	1200-1½ 492 (500-1½)	NA



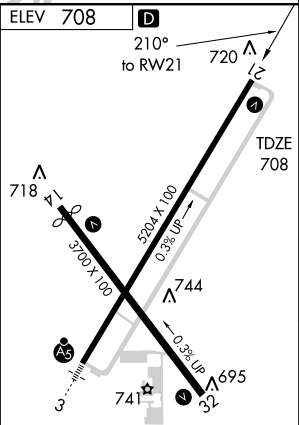
DME/DME RNP-0.3 NA
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Davenport
altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 direct WIKES
and right turn via 310° track to CIDSO and hold.

AWOS-3 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5 0	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	1220-1	512 (600-1)	1220-1½ 512 (600-1½)	NA
CIRCLING	1220-1	512 (600-1)	1220-1½ 512 (600-1½)	NA



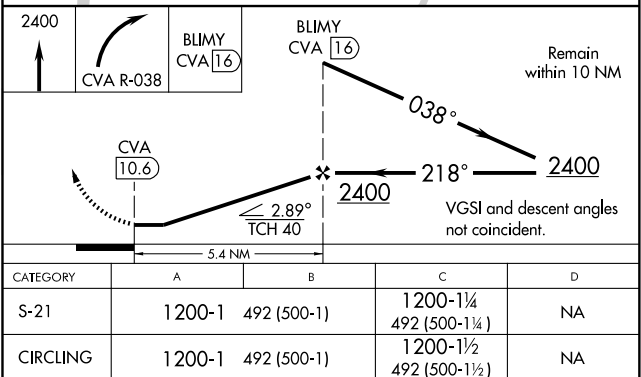
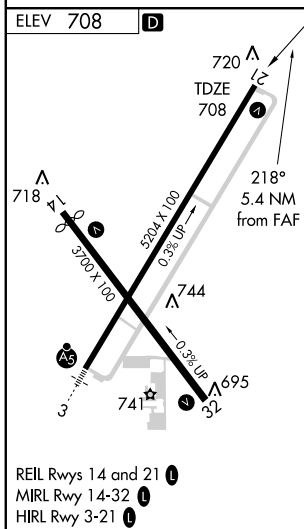
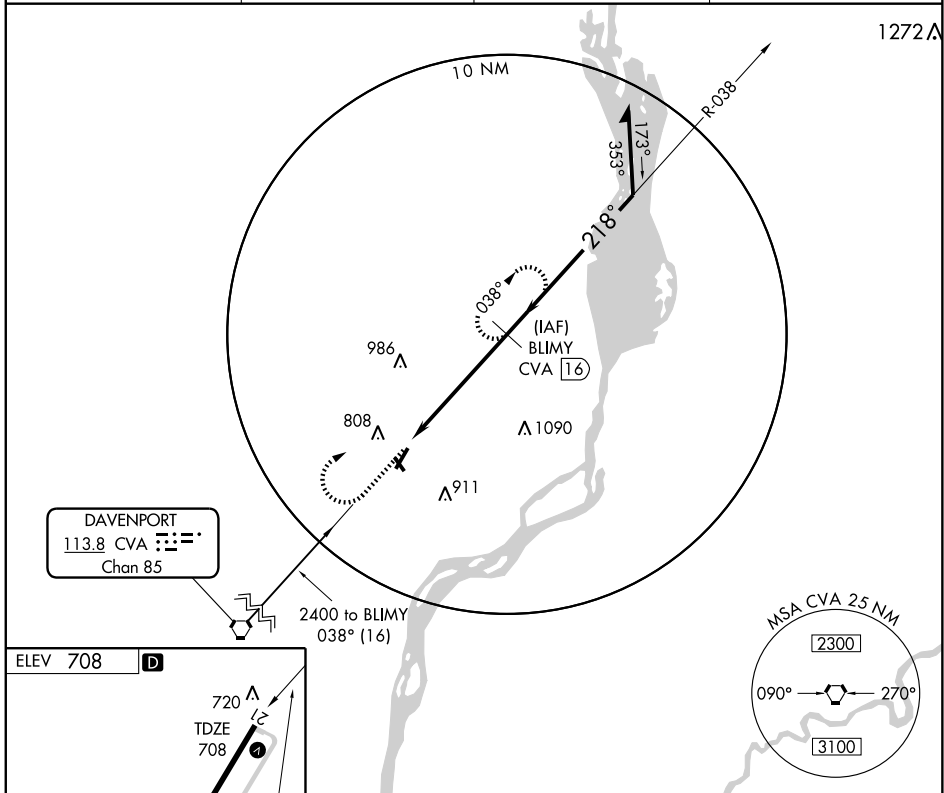
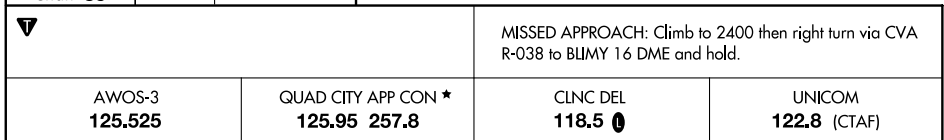
REIL Rwy 14 and 21 0
MIRL Rwy 14-32 0
HIRL Rwy 3-21 0

NC-3: 22 OCT 2009 to 19 NOV 2009

AL-972 (FAA)

VORTAC CVA 113.8 Chan 85	APP CRS 218°	Rwy Idg 5204 TDZE 708 Apt Elev 708
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VOR/DME RWY 21
CLINTON MUNI (CWI)



NC-3, 22 OCT 2009 to 19 NOV 2009

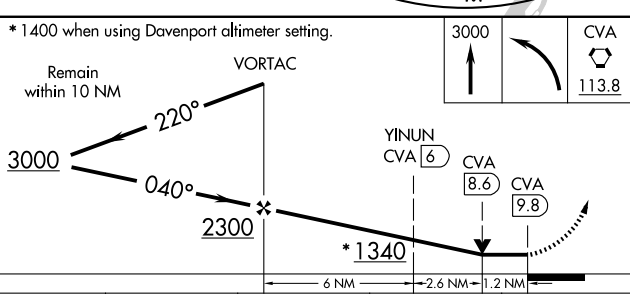
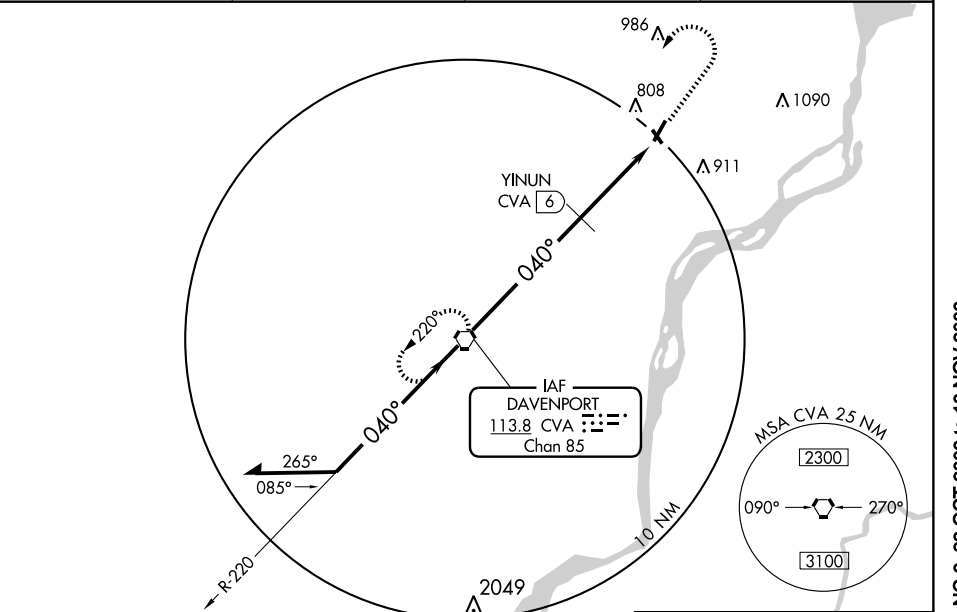
VORTAC CVA 113.8 Chan 85	APP CRS 040°	Rwy Idg TDZE Apt Elev	5204 700 708
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▼ Inoperative table does not apply.
▲ VDP NA when using Davenport altimeter setting.
▲ When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet and visibility S-3 Cat C and circling Cat C ¼ mile.

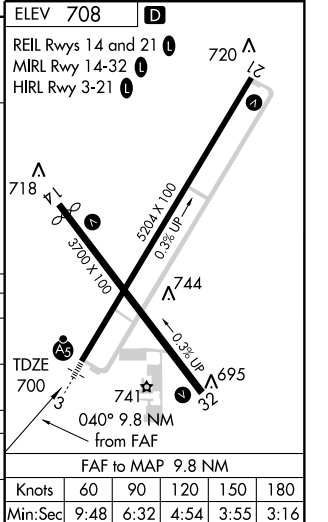
MALSR

MISSED APPROACH: Climb to 3000 then left turn direct CVA VORTAC and hold.

AWOS-3 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-3	1340-1	640 (700-1)	1340-1¾ 640 (700-1¾)	NA
CIRCLING	1340-1	632 (700-1)	1340-1¾ 632 (700-1¾)	NA
YINUN MINIMUMS				
S-3	1120-1	420 (500-1)	1120-1¼ 420 (500-1¼)	NA
CIRCLING	1140-1 432 (500-1)	1200-1 492 (500-1)	1200-1½ 492 (500-1½)	NA



NDB CRZ
278

APP CRS
185°

Rwy Idg	2684
TDZE	1274
Apt Elev	1274

NDB RWY 18
CORNING MUNI (CRZ)



Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet and visibility Cat. B $\frac{1}{4}$ mile.



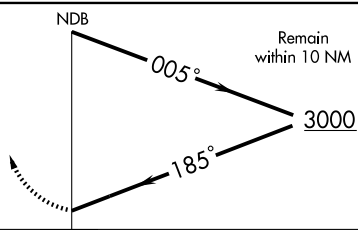
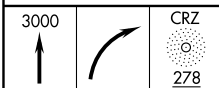
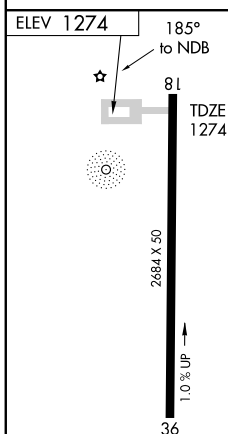
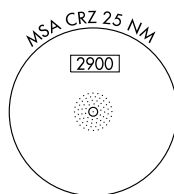
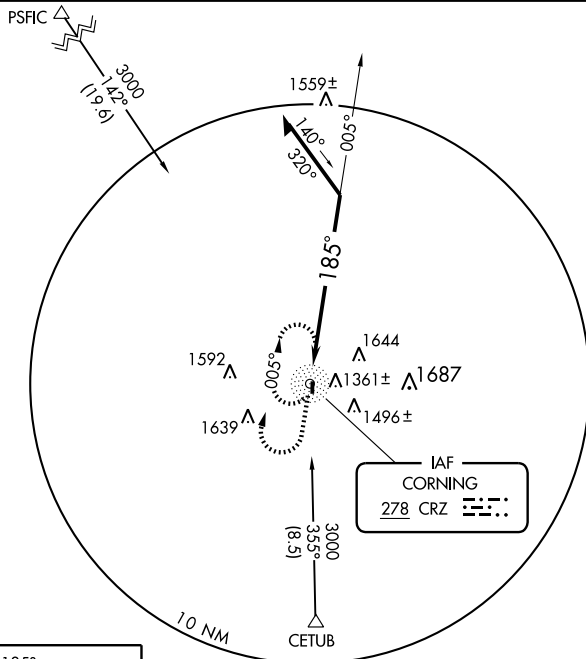
MISSED APPROACH: Climb to 3000 then right turn direct CRZ NDB and hold.

CRESTON AWOS-3
124.75

MINNEAPOLIS CENTER
119.6 290.4

CTAF
122.9

122.8 L



CATEGORY	A	B	C	D
S-18	1960-1	686 (700-1)	NA	
CIRCLING	1960-1	686 (700-1)	NA	

REIL Rwy 18 **L**
LIRL Rwy 18-36 **L**

APP CRS	Rwy Idg	3650
136°	TDZE	1245
	Apt Elev	1253

RNAV (GPS) RWY 14

COUNCIL BLUFFS MUNI (CBF)

COUNCIL BLUFFS MUNI (CBF)

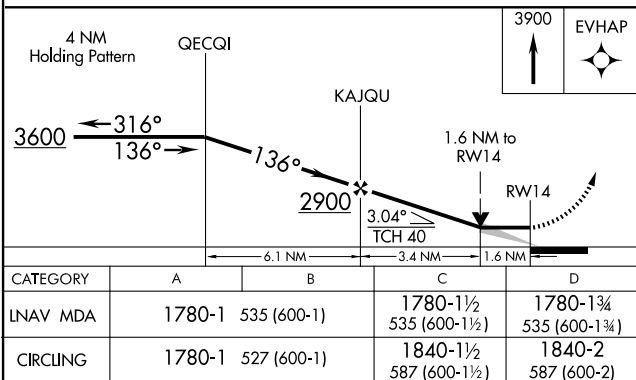
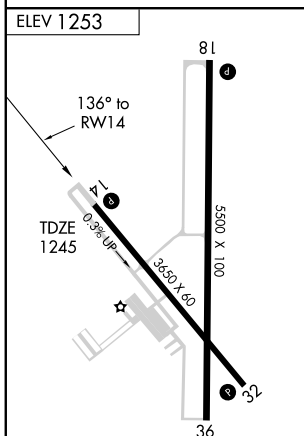
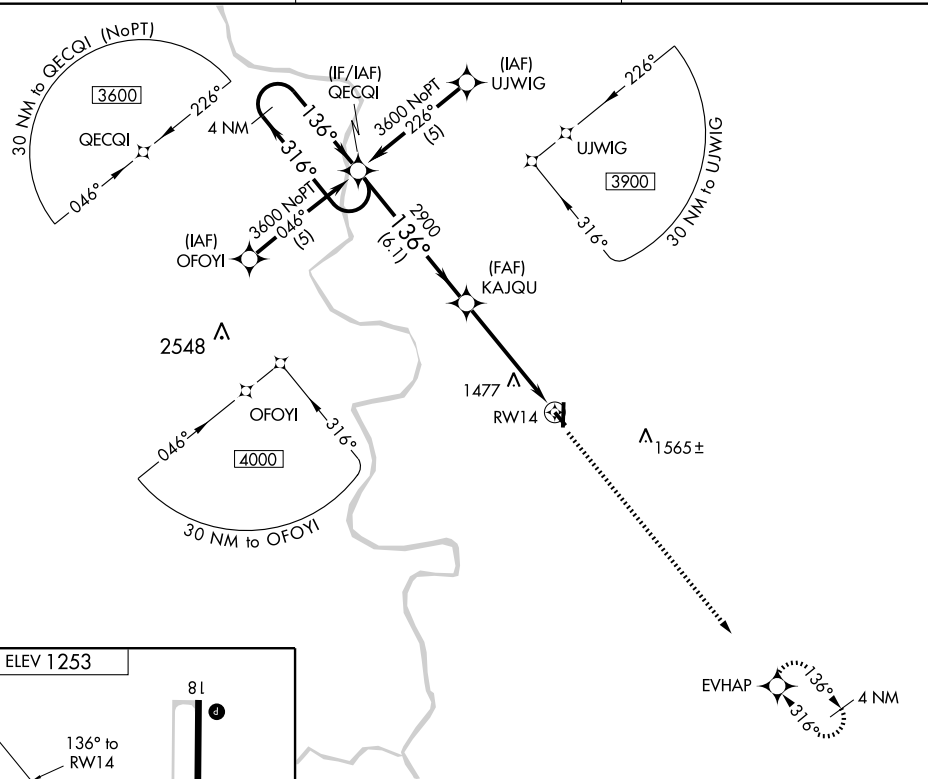
DME/DME RNP- 0.3 NA.

When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3
126,575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) **L**

MIRL Rwy 14-32 **L**
HIRL Rwy 18-36 **L**
REIL Rwy 14, 32, 18, and 36 **L**

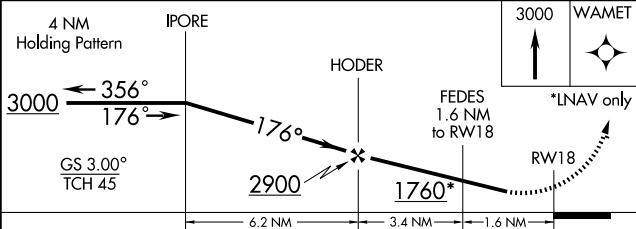
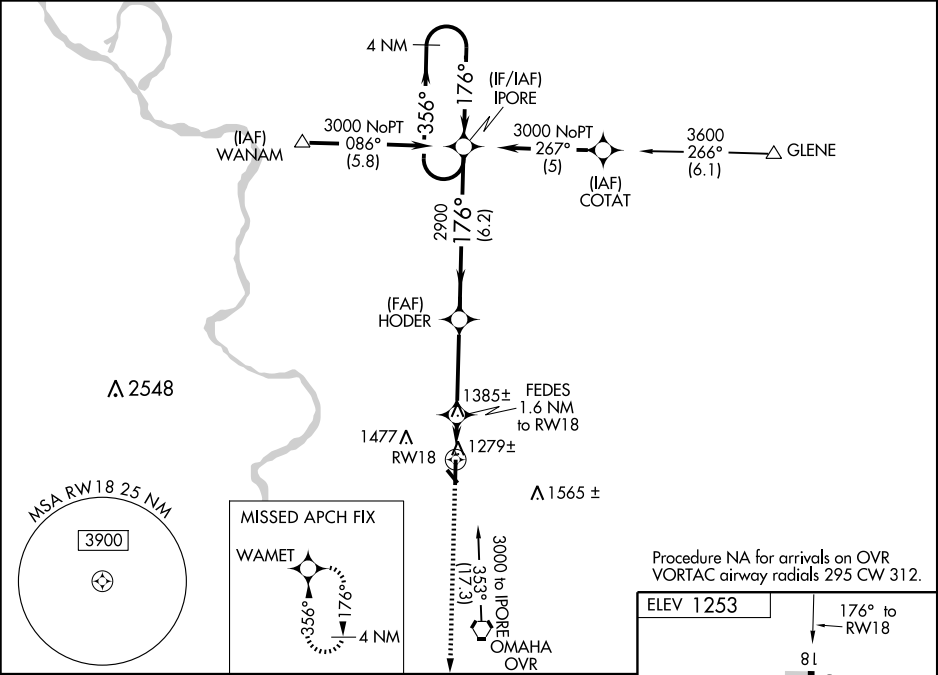
WAAS CH 42806 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	5500 1241 1253
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RNAV (GPS) RWY 18
COUNCIL BLUFFS MUNI (CBF)

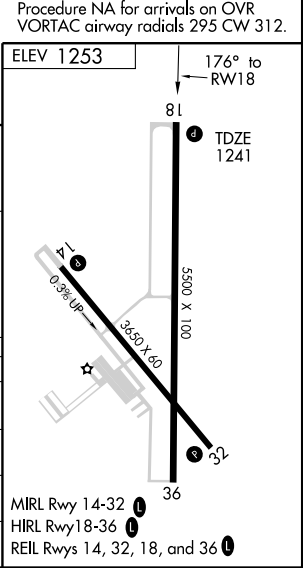
⚠ Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAMET and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1512-1 271 (300-1)			
LNAV/ VNAV DA	1646-1½ 405 (400-1½)			
LNAV MDA	1640-1 399 (400-1)			1640-1¼ 399 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)



RNAV (GPS) RWY 32
COUNCIL BLUFFS MUNI (CBF)




MISSED APPROACH: Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

UNICOM
122.8 (CTAF) **L**

NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 1253

MIRL Rwy 14-32 **L**
HIRL Rwy18-36 **L**
REIL Rwys 14, 32, 18, and 36 **L**

2000	3900	EVHAP
		

1 NM to RW32

FEHEV

3.04°

TCH 40

2900

316°

136°

3900

1 NM

4 NM

7 NM

VGS and descent angles not coincident.

CATEGORY	A	B	C	D
LNNAV MDA	1660-1	415 (500-1)	1660-1½	415 (500-1½)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

WAAS CH 53606 W36A	APP CRS 356°	Rwy Idg TDZE Apt Elev	5500 1245 1253
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RNAV (GPS) RWY 36

COUNCIL BLUFFS MUNI (CBF)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting.

MISSED APPROACH: Climb to 3000 direct IPORE and hold.

AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) 1

Procedure NA for arrivals on OVR VORTAC airway radials
145 CW 192.

Δ 2548

1477 Δ

1369±
1249±

RW36

Δ 1565 ±

HODIN

1.7 NM
to RW36

(FAF)
JATIN

OMAHA
OVR

3000
187° (6.1)

(IF/IAF)
WAMET

2900

356°
(6.2)

3000 NoPT
086°
(5)

3000 NoPT
267°
(5)

(IAF)
ZAMAN

(IAF)
WEPOP

356°
176°

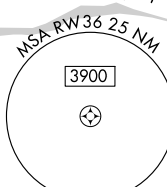
4 NM

MEPWE

3000
091°
(9.3)

3000

263°
(10) EMEND



4 NM
Holding Pattern

WAMET

JATIN

HODIN

1.7 NM
to RW36

*1 NM
to RW36

RW36

3000
176°
356°

356°

356°

2900

1820*

GS 3.00°
TCH 45

6.2 NM

3.3 NM

0.7

1

3000

IPORE



*LNAV only

CATEGORY	A	B	C	D
LPV DA	1495-3/4 250 (300-3/4)			
LNAV/VNAV DA	1577-1 1/4 332 (400-1 1/4)			
LNAV MDA	1620-1 375 (400-1)		1620-1 1/4 375 (400-1 1/4)	
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1 1/2 587 (600-1 1/2)	1840-2 587 (600-2)

ELEV 1253

81

3500 X 100

36-50 X 60

0.3% Up

36

TDZE 1245

356° to RW36

MIRL Rwy 14-32 1

HIRL Rwy 18-36 1

REIL Rws 14, 32, 18, and 36 1

VORTAC OVR 116.3 Chan 110	APP CRS 342°	Rwy Idg TDZE Apt Elev	N/A N/A 1253
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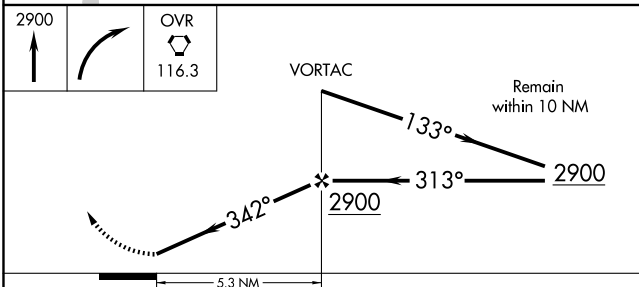
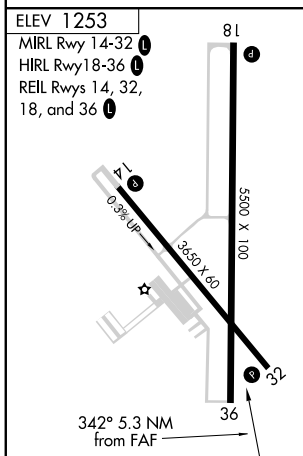
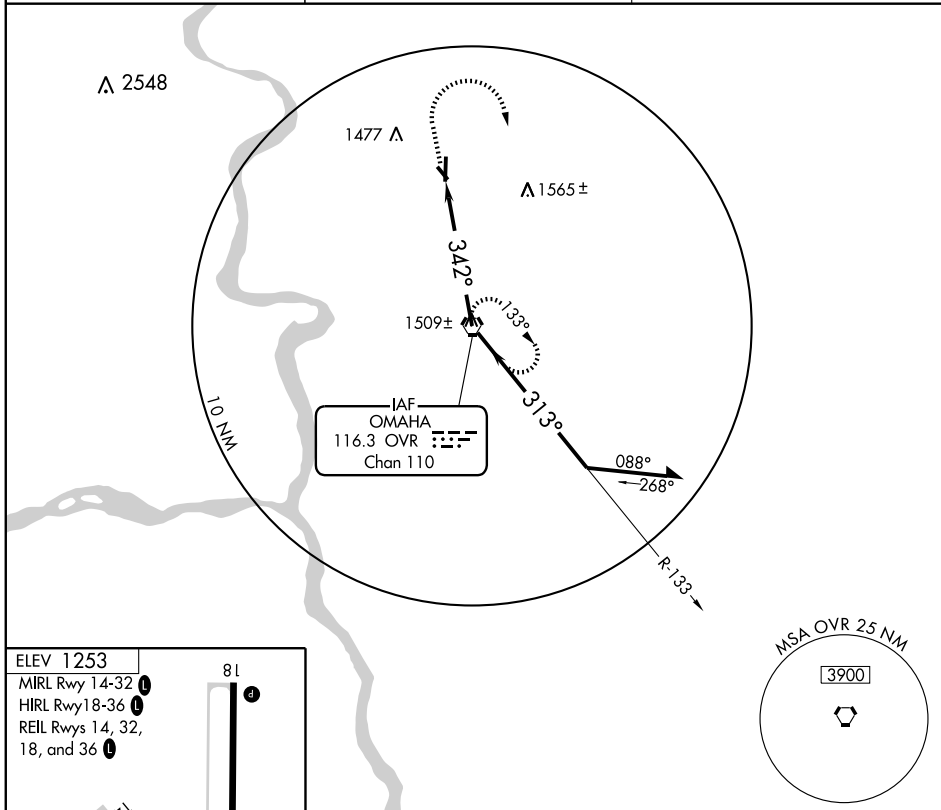
VOR-A

COUNCIL BLUFFS MUNI (CBF)

- T** When local altimeter setting not received, use Eppley Airfield altimeter
A setting: increase all MDAs 60 feet and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 
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FAF to MAP 5.3 NM						CATEGORY	A		B		C	D
Knots	60	90	120	150	180	CIRCLING	1760-1 507 (600-1)		1840-1½ 587 (600-1½)		1840-2 587 (600-2)	
Min:Sec	5:18	3:32	2:39	2:07	1:46							

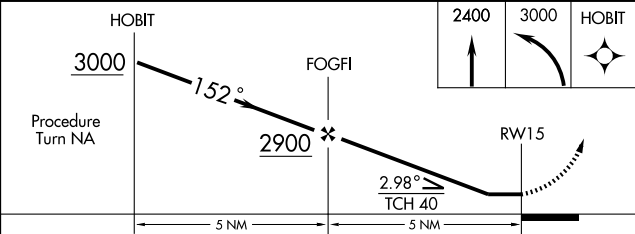
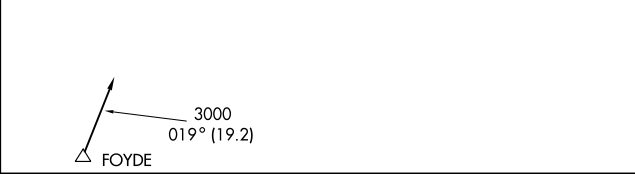
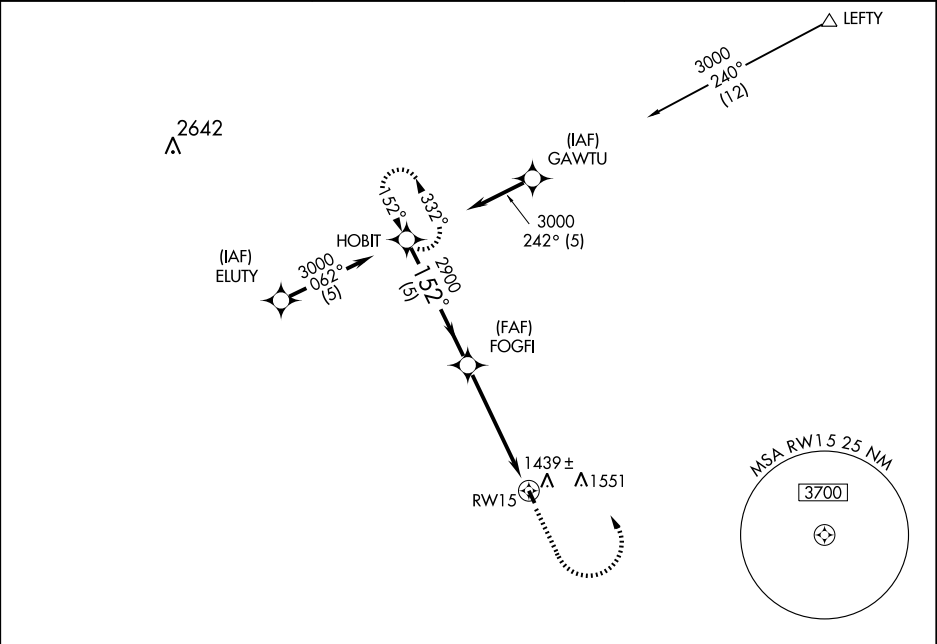
GPS RWY 15

CRESO/ELLEN CHURCH FIELD (CJJ)

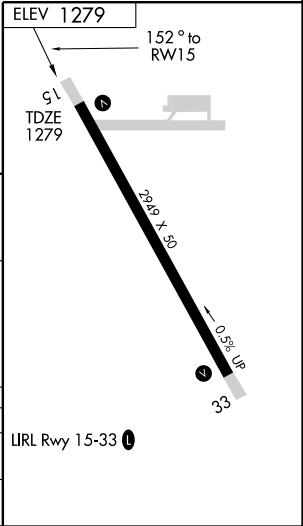
APP CRS	Rwy Idg	2949
152°	TDZE	1279
	Apt Elev	1279

<div><div>▼</div><div>▲ NA</div></div> <div>Use Decorah Muni altimeter setting.</div>	MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP and hold.
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MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7 0
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CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA



LRL Rwy 15-33 0

GPS RWY 33

CRESO/ELLEN CHURCH FIELD (CJJ)

APP CRS	Rwy Idg	2949
332°	TDZE	1279
	Apt Elev	1279



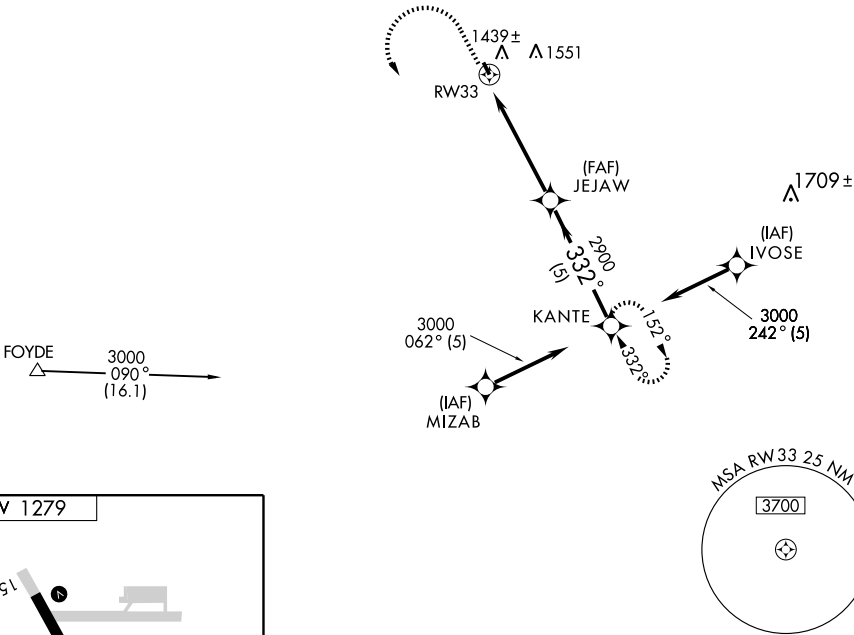
Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct KANTE WP and hold.

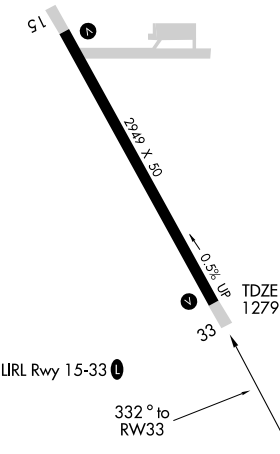
MINNEAPOLIS CENTER
118.85




UNICOM
122.8 (CTAF)

122.7 0



ELEV 1279



	2400	3000	KANTE	
				
	RW33	JEJAW	KANTE	
		2900	3000	
		332°		
		3.01° TCH 40		
	5 NM	5 NM		
CATEGORY	A	B	C	D
S-33	1740-1	461 (500-1)	1740-1 ¼ 461 (500-1 ¼)	NA
CIRCLING	1800-1	521 (600-1)	1800-1 ½ 521 (600-1 ½)	NA

NDB CJJ	APP CRS	Rwy Idg	2949
<u>293</u>	<u>340°</u>	TDZE	<u>1279</u>
		Apt Elev	<u>1279</u>

NDB RWY 33

CRESCO/ELLEN CHURCH FIELD (CJJ)

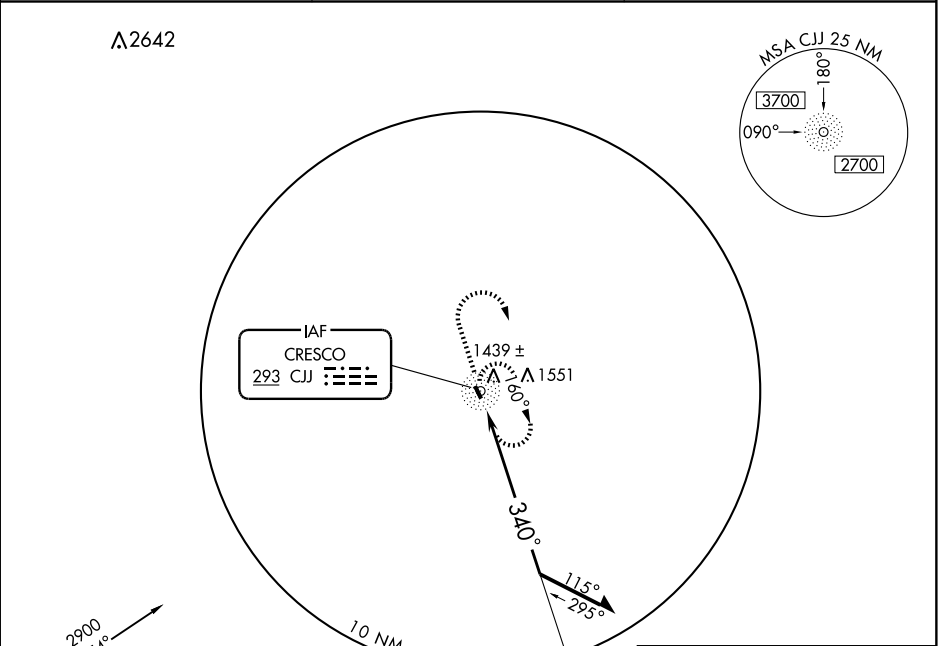
▼

▲ NA

Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2900 then right turn direct CJJ NDB and hold.

MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7 0
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ELEV 1279

51

340° to NDB

2949 x 50

0.5% UP

33

TDZE 1279

2900

↑

CJJ

293

NDB

160°

2900

340°

Remain within 10 NM

CATEGORY	A	B	C	D
S-33	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA
CIRCLING	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA

LIRL Rwy 15-33 **0**

APP CRS	Rwy Idg	4901
161°	TDZE	1296
	Apt Elev	1300

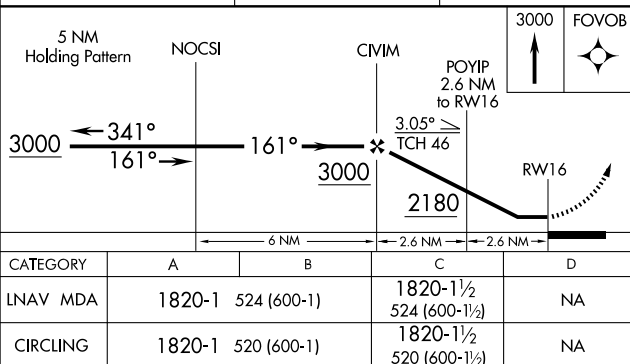
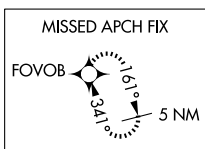
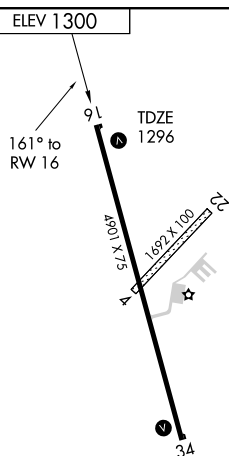
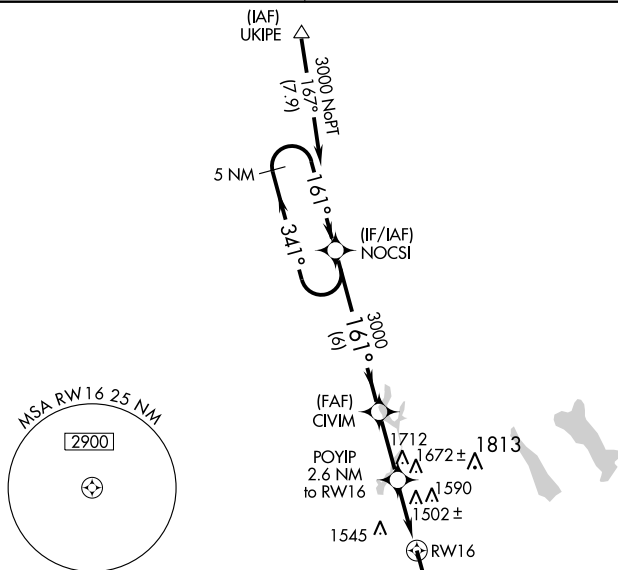
RNAV (GPS) RWY 16
CRESTON MUNI (CSQ)

T DME/DME RNP-0.3 NA.
A Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSi inoperative, straight-in/circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000
direct FOVOB and hold.

AWOS-3
124.75

MINNEAPOLIS CENTER
125.65 306.95

UNICOM
122.8 (CTAF) **L**

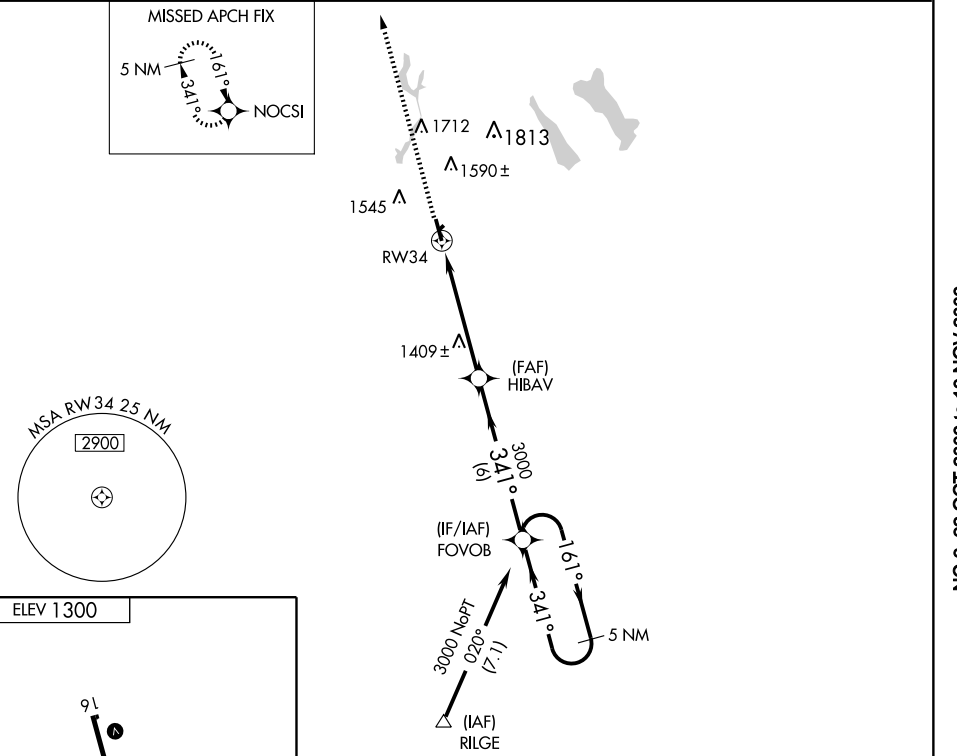
⚠

⚠

DME/DME RNP-0.3 NA.
Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSi inoperative, circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	UNICOM 122.8 (CTAF)
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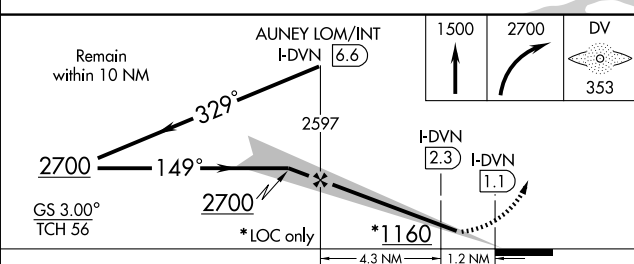
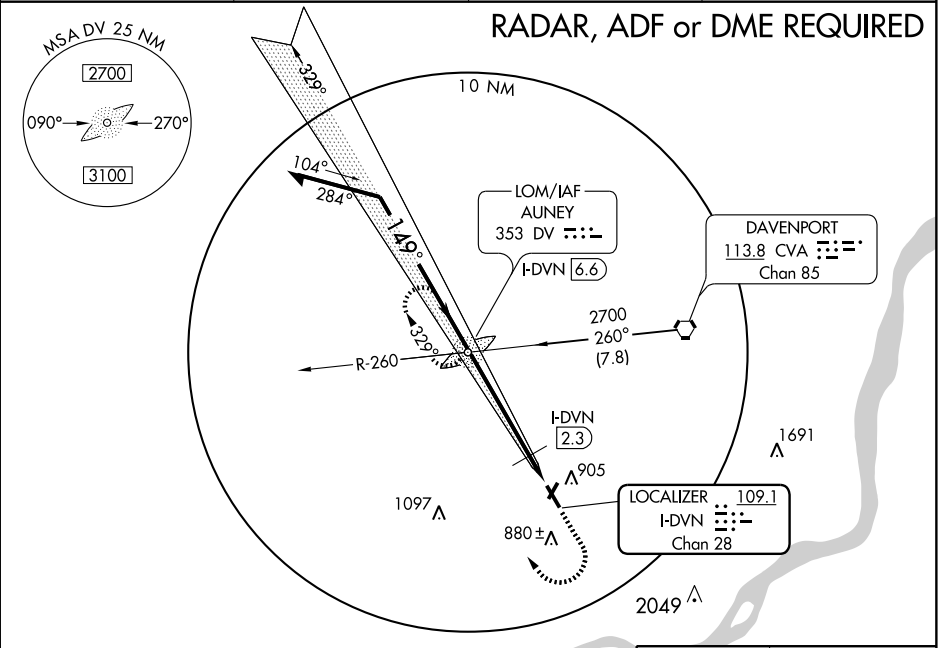


3000	NOCSI	HIBAV	FOVOB	5 NM Holding Pattern
RW34				
5.1 NM		6 NM		
CATEGORY	A	B	C	D
LNAV MDA	1660-1	364 (400-1)		NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

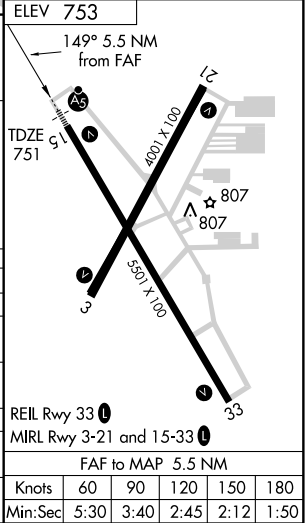
LOC/DME I-DVN 109.1 Chan 28	APP CRS 149°	Rwy Idg TDZE Apt Elev	5501 751 753
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M	MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct AUNEY LOM/Int/I-DVN 6.6 DME and hold.
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ASOS-3 120.175	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 15	951-½ 200 (200-½)			
S-LOC 15	1160-½	409 (500-½)	1160-¾	409 (500-¾)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)
DME MINIMUMS				
S-LOC 15	1100-½	349 (400-½)	1100-¾ 349 (400-¾)	
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

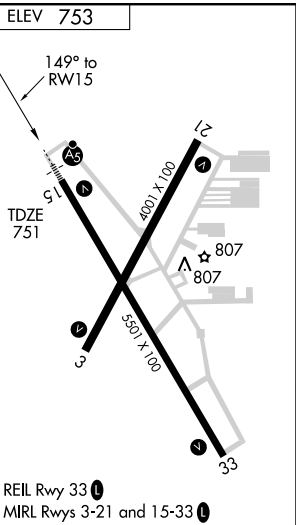
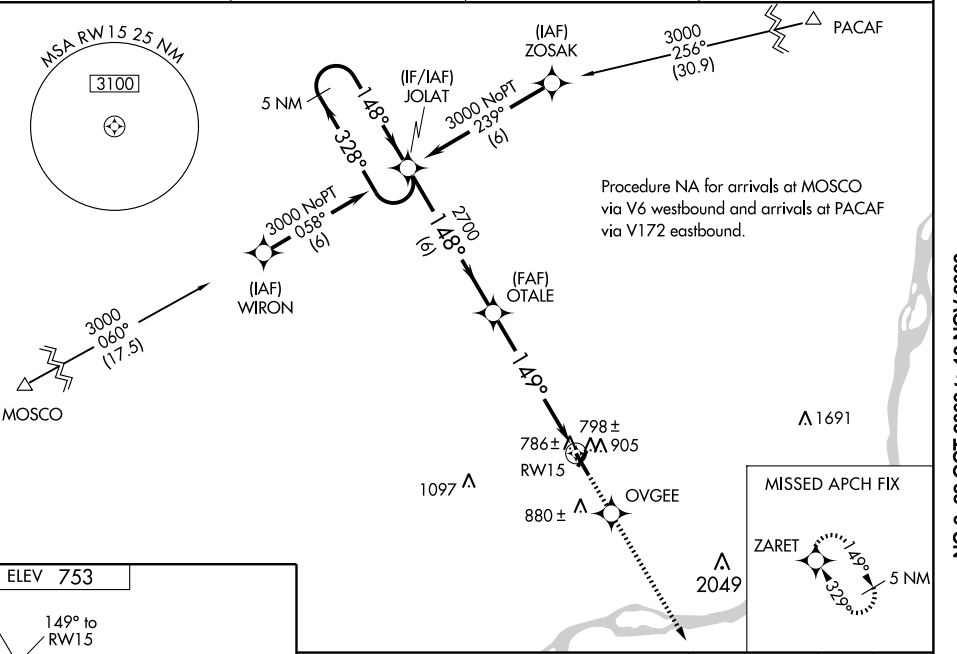


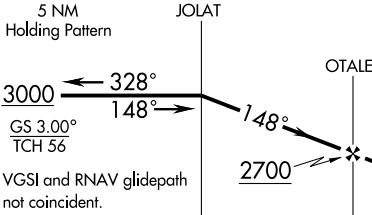
WAAS CH 81821 W15A	APP CRS 149°	Rwy Idg TDZE Apt Elev	5501 751 753
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⚠ DME/DME RNP-0.3 NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Quad City Intl altimeter setting.
For inoperative MALSR, increase LPV visibility all Cats. to ¾.

MALSR

MISSED APPROACH: Climb to 3000 direct OVGEE and via 149° track to ZARET and hold.

AWOS-3 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 📻
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5 NM Holding Pattern				
				
3000 ← 328° / 148° →				
GS 3.00° TCH 56				
VGSI and RNAV glidepath not coincident.				
* 1.3 NM to RW15				
CATEGORY	A	B	C	D
LPV DA	1001-1½ 250 (300-1½)			
LNAV/VNAV DA	1111-¾ 360 (400-¾)			
LNAV MDA	1200-1½ 449 (500-1½)		1200-¾ 449 (500-¾)	1200-1 449 (500-1)
CIRCLING	1220-1¼ 467 (500-1¼)		1220-1½ 1320-2 467 (500-1½)	1320-2 567 (600-2)

NC-3. 22 OCT 2009 to 19 NOV 2009

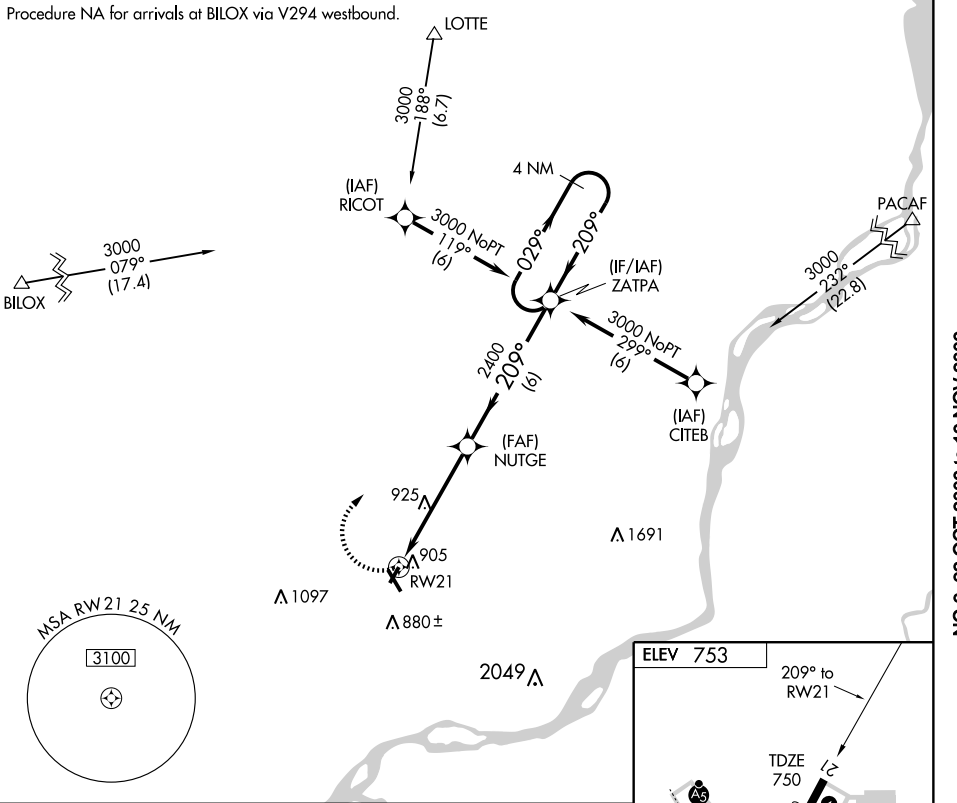
▼

▲

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Quad City Intl
altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000
direct ZATPA and hold.

AWOS-3 120.175	QUAD CITY APP CON★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) ①
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<div>3000</div> <div>ZATPA</div>	<div>NUTGE</div> <div>RW21</div> <div>5 NM</div> <div>6 NM</div> <div>ZATPA</div> <div>4 NM Holding Pattern</div>			
<div>2400</div> <div>209°</div> <div>029°</div> <div>3000</div> <div>209°</div>				
CATEGORY	A	B	C	D
RNAV MDA	1180-1	430 (500-1)	1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

REIL Rwy 33 ①
MIRL Rws 3-21 and 15-33 ①

APP CRS 329°	Rwy Idg TDZE Apt Elev	5501 751 753
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RNAV (GPS) RWY 33

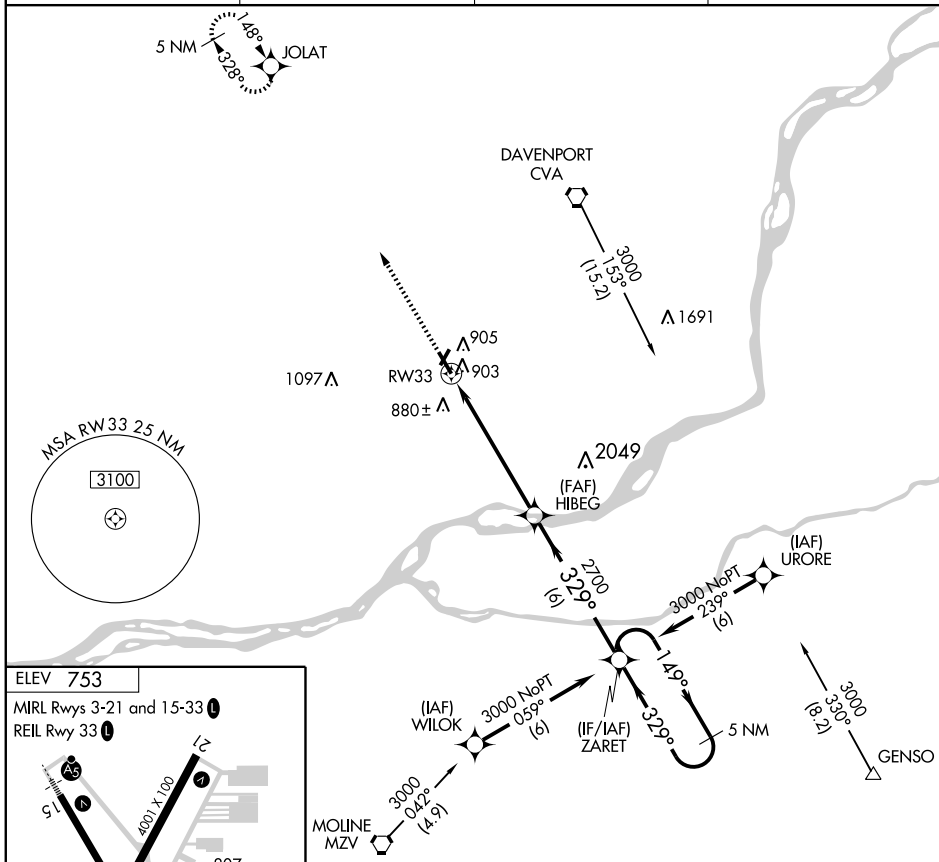
DAVENPORT MUNI (DVN)

T	Circling NA at night. DME/DME RNP-0.3 NA.
A	If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Quad City Intl altimeter setting.

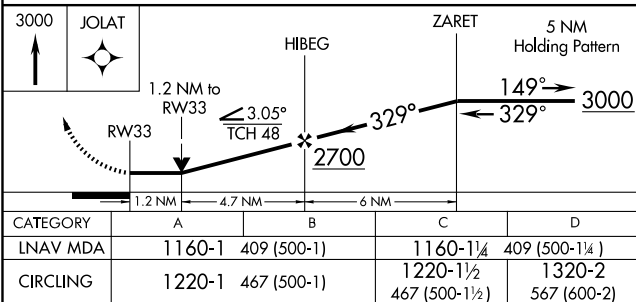
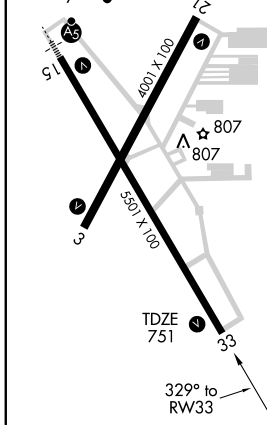
MISSED APPROACH: Climb to 3000 direct JOLAT and hold.

AWOS-3
120.175

QUAD CITY APP CON★
125.95 257.8

CLNC DEL
118,35UNICOM
123.0 (CTAF) **L**

ELEV	753
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MIRL Rwy 3-21 and 15-33 **L**REIL Rwy 33 **L**

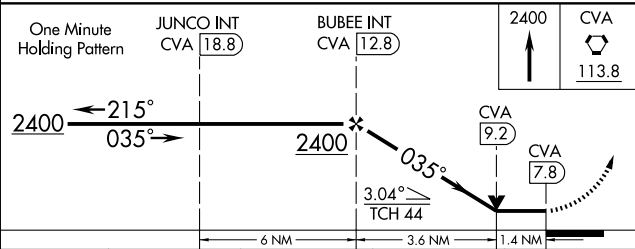
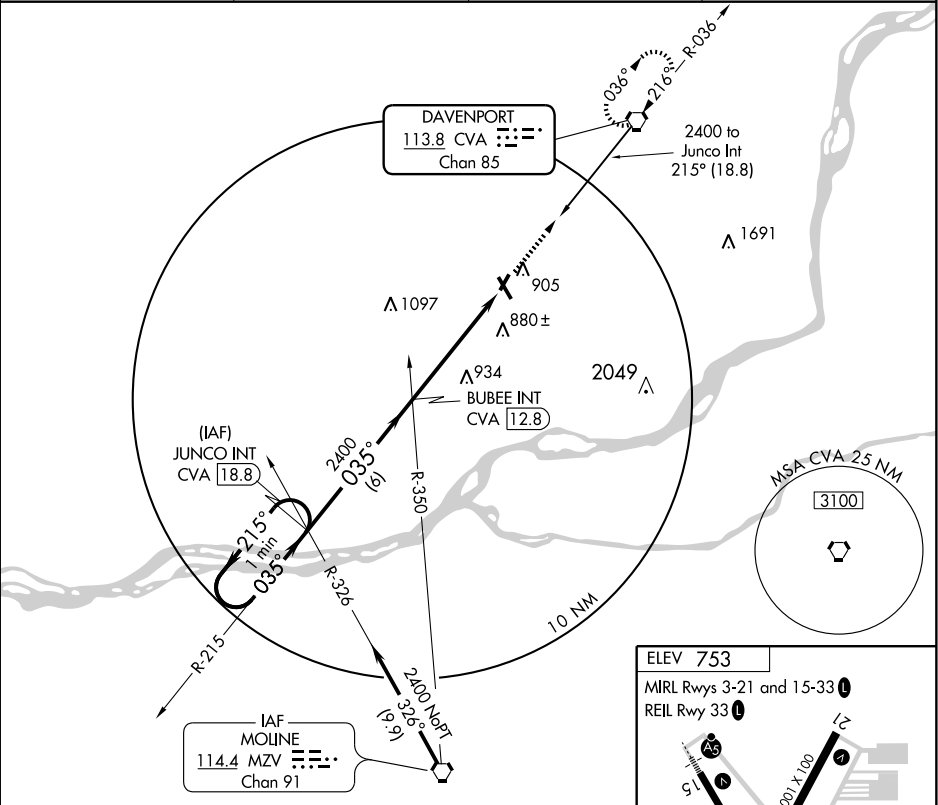
VOR RWY 3
DAVENPORT MUNI (DVN)

VORTAC CVA	APP CRS	Rwy Idg	4001
113.8	035°	TDZE	750
Chan 85		Apt Elev	753

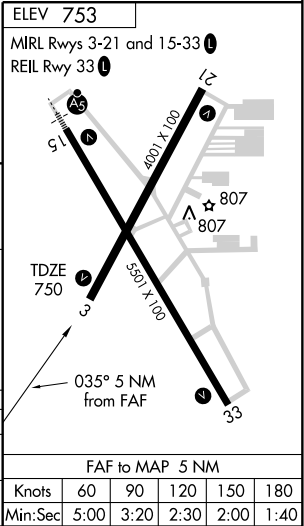
▼ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
▲ VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

AWOS-3 120.175	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-3	1240-1 490 (500-1)		1240-1½ 490 (500-1½)	1240-1½ 490 (500-1½)
CIRCLING	1240-1 487 (500-1)		1240-1½ 487 (500-1½)	1320-2 567 (600-2)



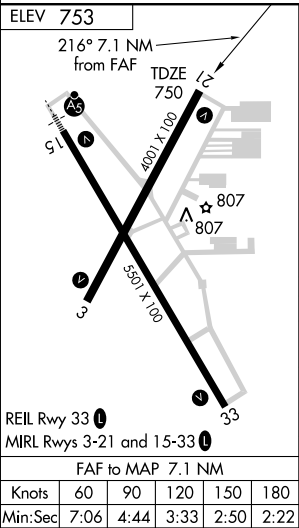
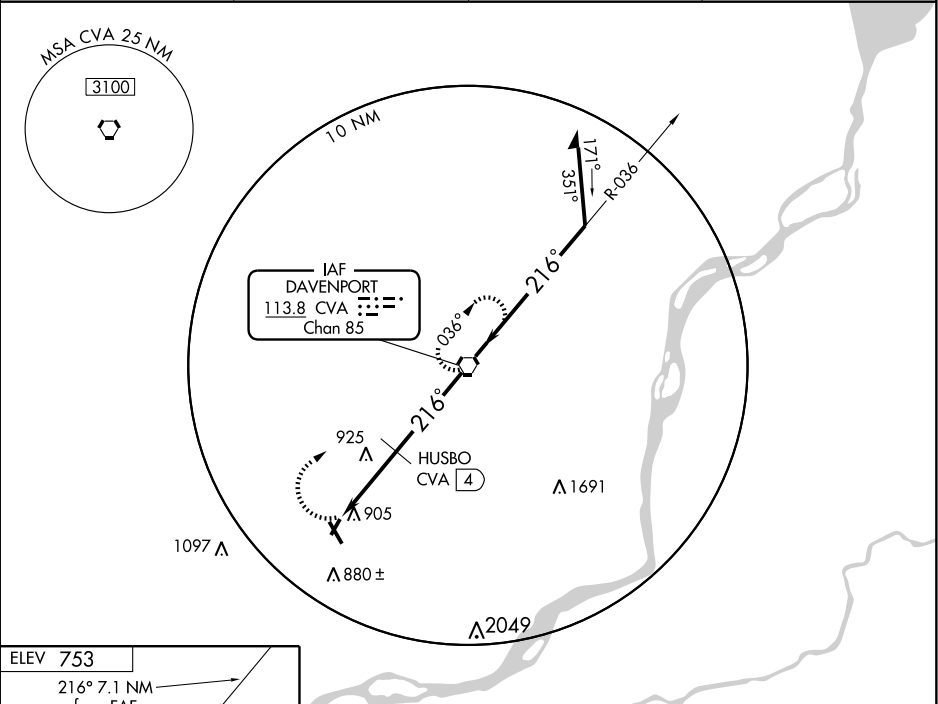
VOR RWY 21
DAVENPORT MUNI (DVN)

VORTAC CVA 113.8 Chan 85	APP CRS 216°	Rwy Idg TDZE Apt Elev	4001 750 753
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⚠ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS-3 120.175	QUAD CITY APP CON* 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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2400



CVA

113.8



VORTAC


036°

216°

2400


Remain within 10 NM

2400



CVA

7.1



HUSBO CVA

4

1240

3.1 NM

4 NM

CATEGORY	A	B	C	D
S-21	1240-1	490 (500-1)	1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)
CIRCLING	1240-1	487 (500-1)	1240-1½ 487 (500-1½)	1320-2 567 (600-2)
HUSBO FIX MINIMUMS				
S-21	1180-1	430 (500-1)	1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

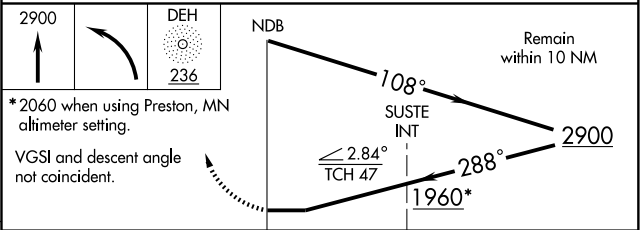
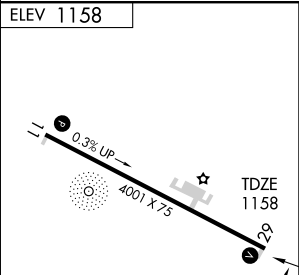
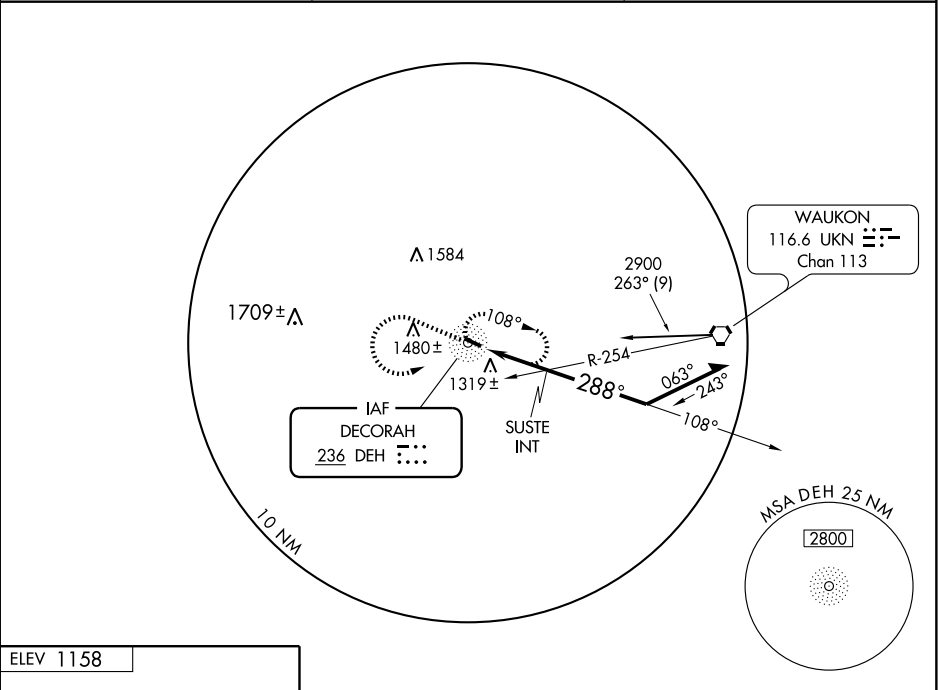
NDB DEH	APP CRS	Rwy Idg	4001
<u>236</u>	<u>288°</u>	TDZE	1158
		Apt Elev	1158

NDB RWY 29
DECORAH MUNI (DEH)

When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet and Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 2900 then left turn direct DEH NDB and hold.

AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
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		3 NM			
CATEGORY	A	B	C	D	
S-29	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA		
CIRCLING	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA		
SUSTE FIX MINIMUMS					
S-29	1780-1	622 (700-1)	NA		
CIRCLING	1780-1	622 (700-1)	NA		

REIL Rwy 11 and 29 0
MIRL Rwy 11-29 0

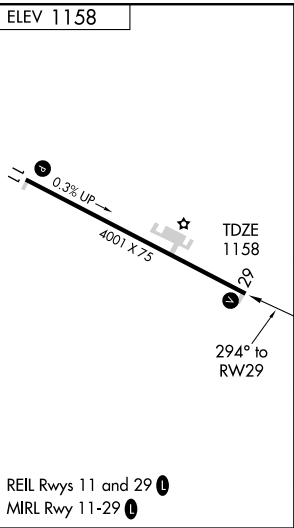
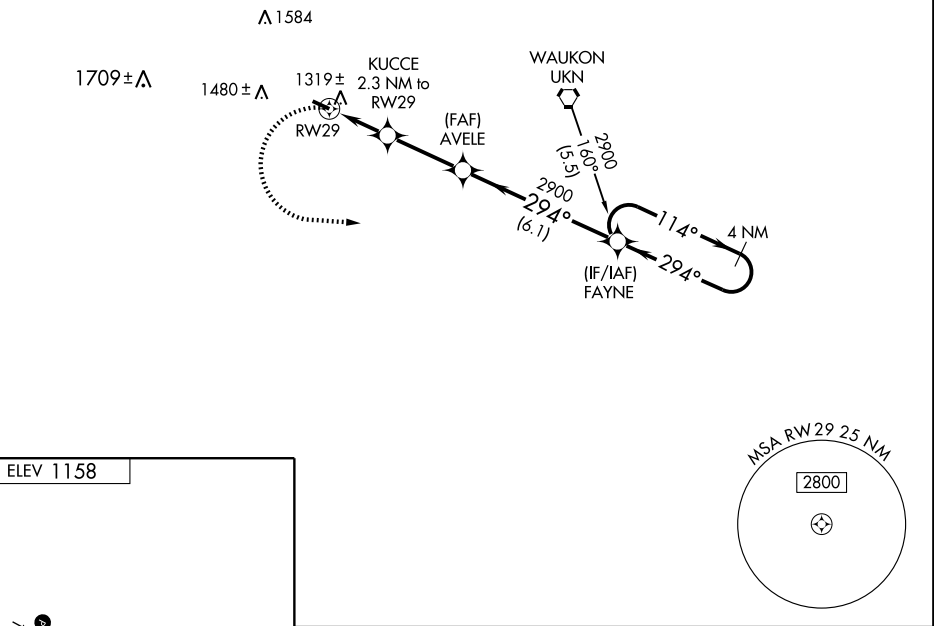
APP CRS	Rwy Idg	4001
294°	TDZE	1158
	Apt Elev	1158

RNAV (GPS) RWY 29
DECORAH MUNI (DEH)

<p>⚠ DME/DME RNP -0.3 NA. ⚠ When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet. VDP NA when using Preston, MN altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.</p>
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AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on UKN VORTAC radials 116 CW 216.



2900	FAYNE	VGSI and descent angles not coincident			
	KUCCE	AVELE	FAYNE	4 NM Holding Pattern	
	2.3 NM to RW29				
	1 NM to RW29	≤ 3.04° TCH 40	114° → 2900	← 294°	
	1 NM	1.3 NM	3 NM	6.1 NM	
CATEGORY	A	B	C	D	
RNAV MDA	1580-1	422 (500-1)	NA		
CIRCLING	1620-1	462 (500-1)	NA		

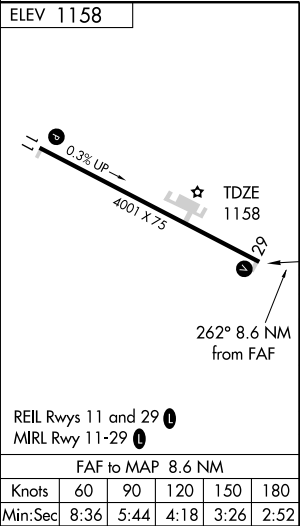
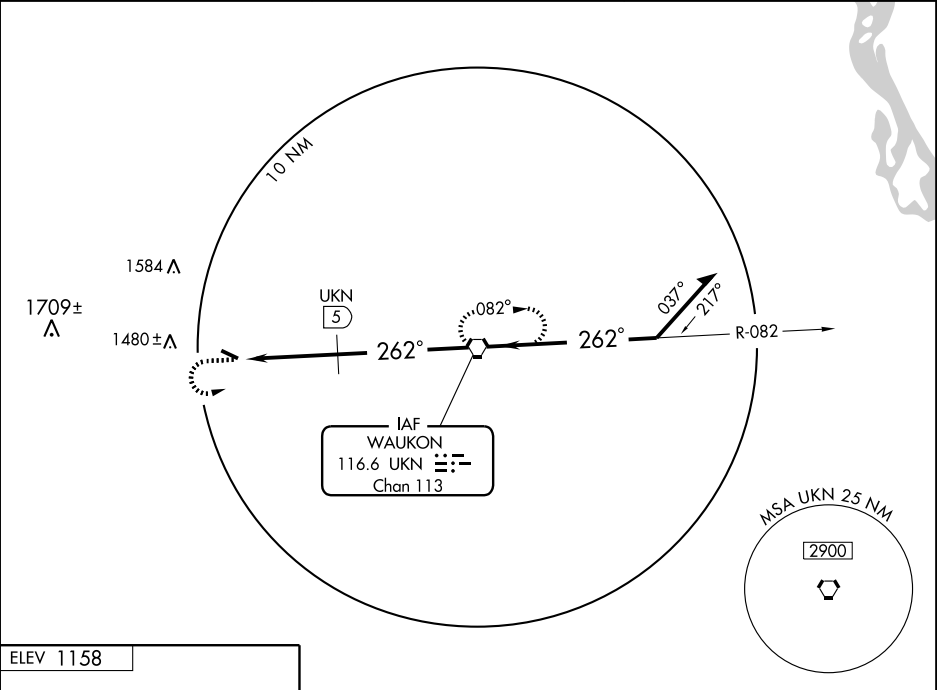
VOR RWY 29
DECORAH MUNI (DEH)






VORTAC UKN 116.6 Chan 113	APP CRS 262°	Rwy ldg TDZE Apt Elev 4001 1158 1158
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MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)
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2900	UKN 116.6	VORTAC	Remain within 10 NM	
				
	UKN 8.6	UKN 5	2900	
	3.6 NM	5 NM	* 1960 when using LaCrosse altimeter setting.	
CATEGORY	A	B	C	D
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	
DME MINIMUMS				
S-29	1580-1	422 (500-1)	NA	
CIRCLING	1620-1	462 (500-1)	NA	

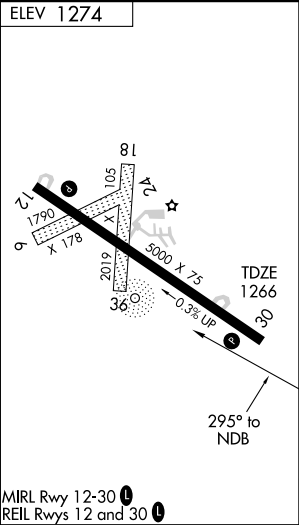
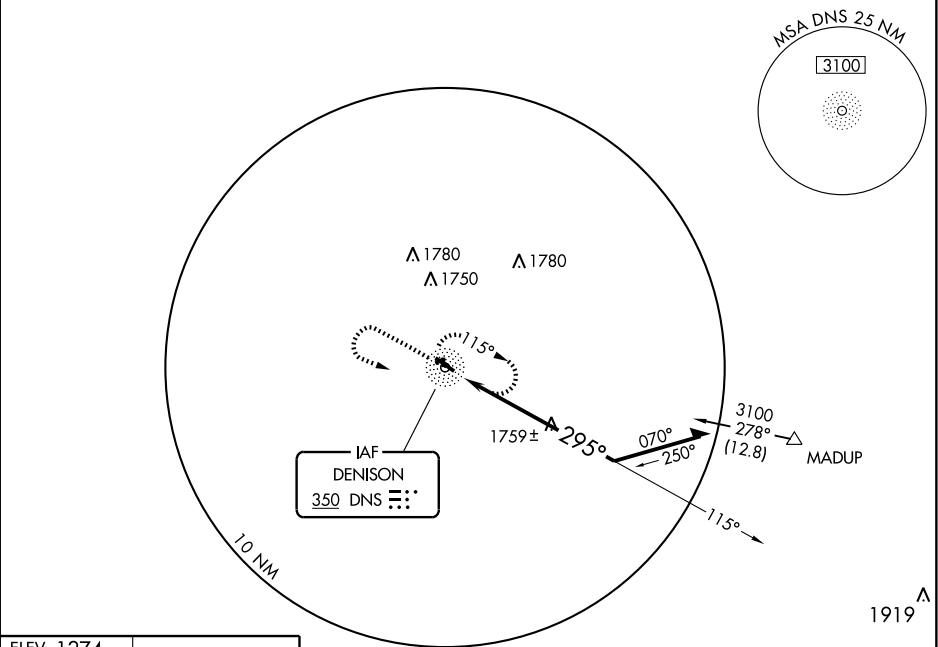
NDB DNS	APP CRS	Rwy Idg	5000
350	295°	TDZE	1266
		Apt Elev	1274




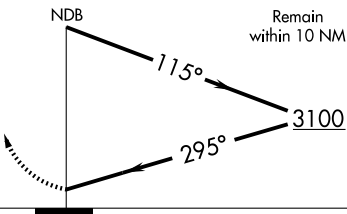
NDB RWY 30
DENISON MUNI (DNS)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Carroll altimeter setting and increase all MDA 80 feet and S-30/Circling Cat A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct DNS NDB and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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3100			DNS  <u>350</u>		Remain within 10 NM
CATEGORY	A	B	C	D	
S-30	2120-1 854 (900-1)	2120-1¼ 854 (900-1¼)	2120-2½ 854 (900-2½)	NA	
CIRCLING	2120-1 846 (900-1)	2120-1¼ 846 (900-1¼)	2120-2½ 846 (900-2½)	NA	

WAAS Ch 90409 W12A	APP CRS 120°	Rwy Idg 5000 TDZE 1274 Apt Elev 1274
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RNAV (GPS) RWY 12
DENISON MUNI (DNS)

T DME/DME RNP- 0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

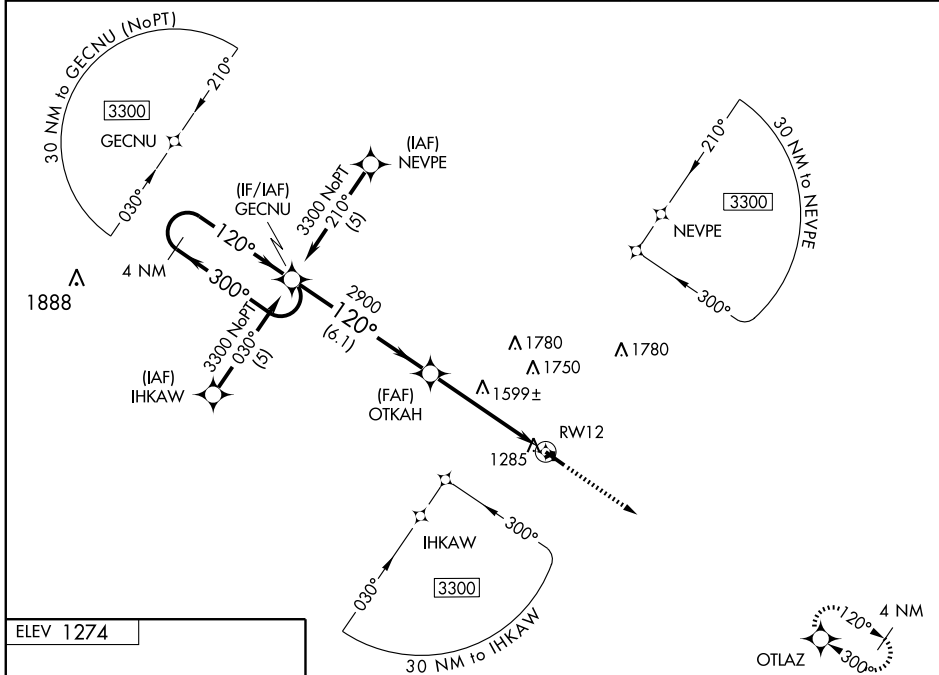
A NA BARO-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility $\frac{1}{4}$ mile all Cats, LNAV/VNAV $\frac{1}{4}$ mile all Cats, LNAV Cat C $\frac{1}{4}$ mile, and circling Cat C $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3900 direct OTLAZ and hold.

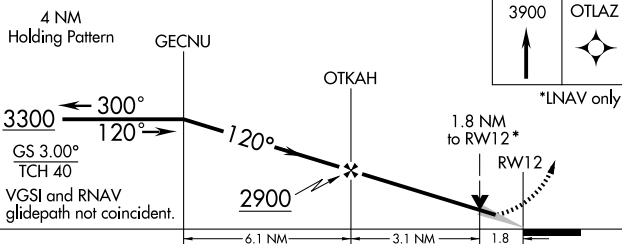
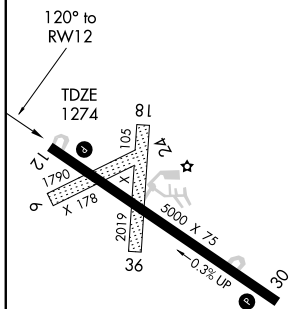
AWOS-3
119.95

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) **L**



ELEV 1274



CATEGORY	A	B	C	D
LPV DA	1524-1	250 (300-1)		NA
LNAV/DA	1554-1	280 (300-1)		NA
LNAV MDA	1860-1	586 (600-1)	1860-1½ 586 (600-1½)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

MIRL Rwy 12-30 **L**
REIL Rwy 12 and 30 **L**

WAAS Ch 45908 W30A	APP CRS 300°	Rwy Idg 5000 TDZE 1266 Apt Elev 1274
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RNAV (GPS) RWY 30

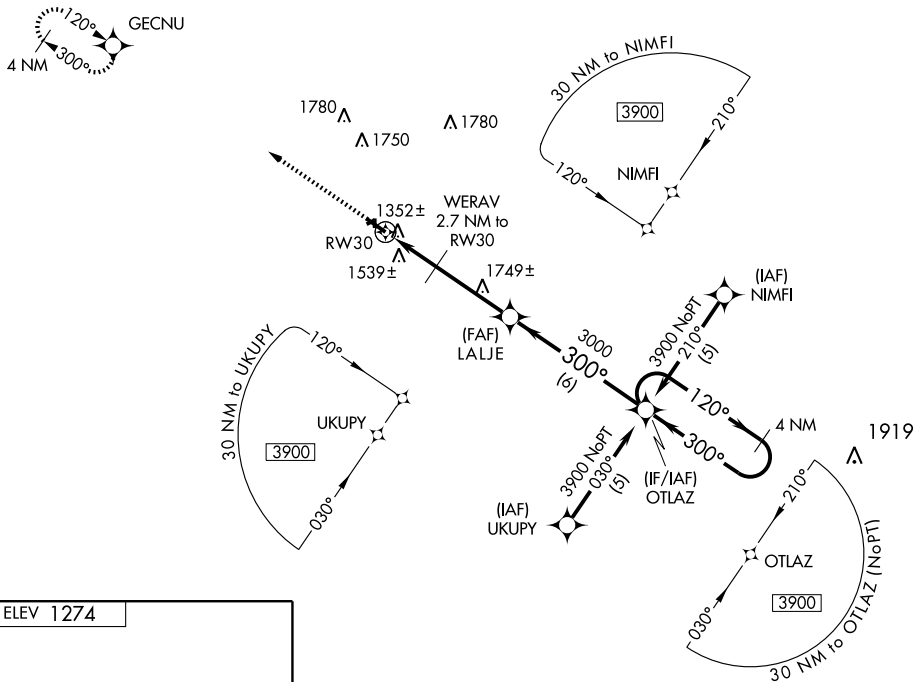
DENISON MUNI (DNS)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

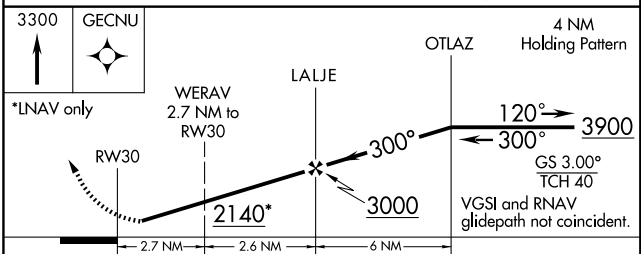
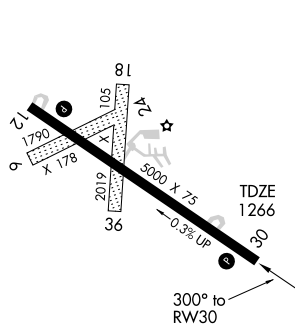
A NA When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility $\frac{1}{4}$ mile all Cats, LNAV/VNAV visibility $\frac{1}{2}$ mile all Cats, LNAV Cat C $\frac{1}{4}$ mile, and circling Cat C $\frac{1}{4}$ mile. BARO-VNAV NA when using Carroll altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3300 direct GECNU and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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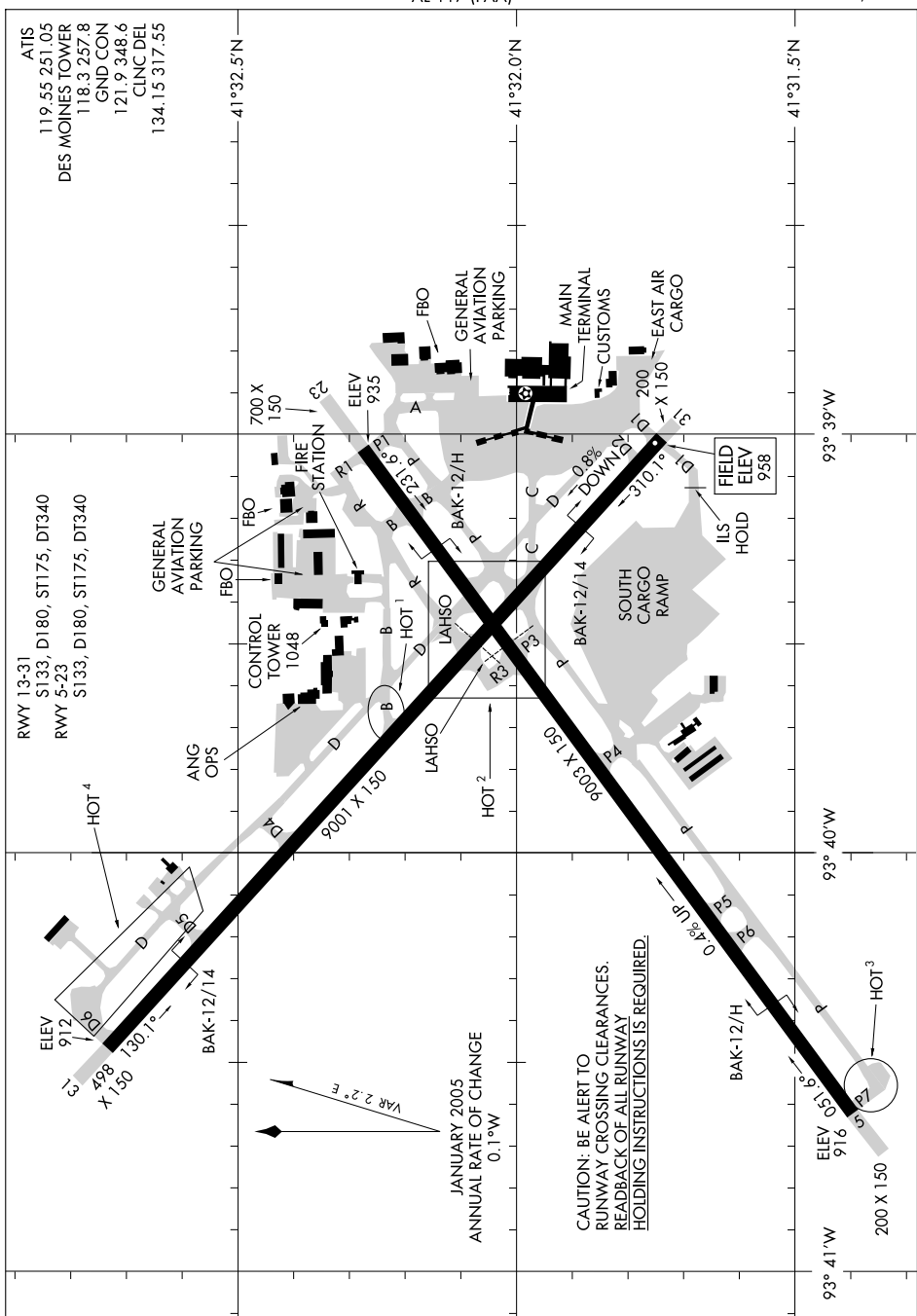
ELEV 1274



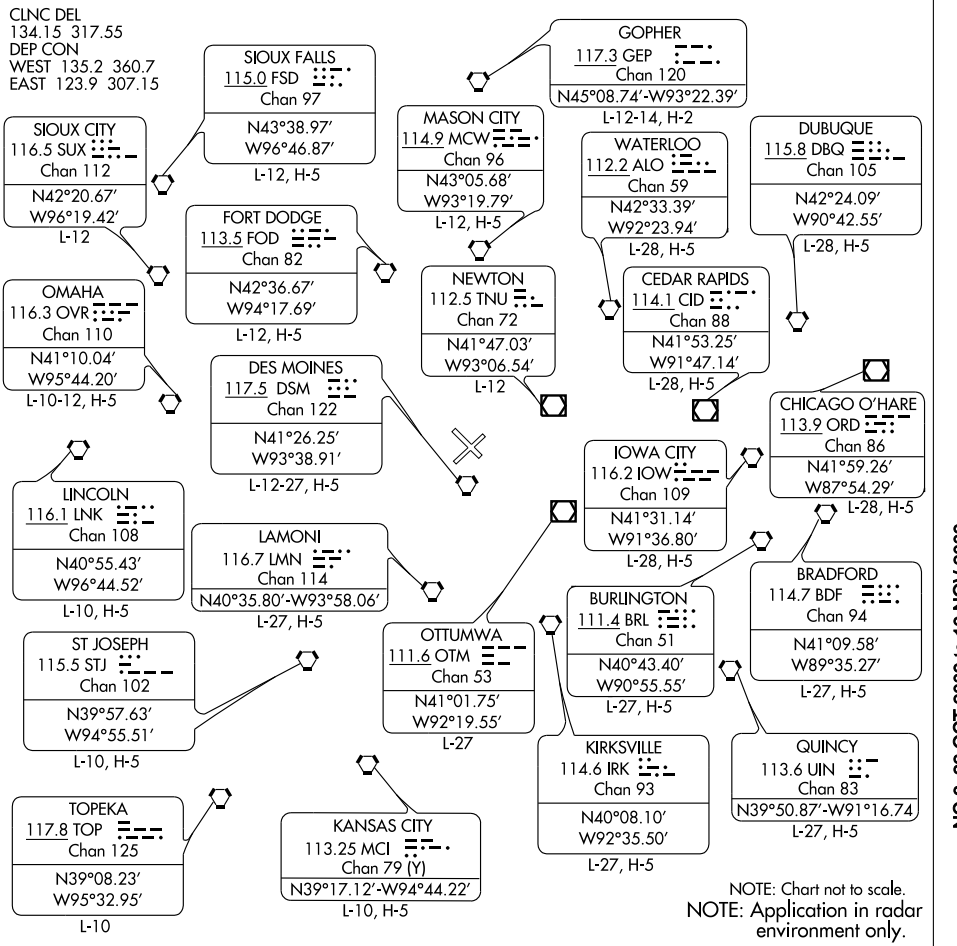
CATEGORY	A	B	C	D
LPV DA	1551-1 285 (300-1)			NA
LNAV/ VNAV DA	1853-2 587 (600-2)			NA
LNAV MDA	1800-1 534 (600-1)		1800-1½ 534 (600-1½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

AIRPORT DIAGRAM

AL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA

NC-3, 22 OCT 2009 to 19 NOV 2009



▼

DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000'
or assigned lower altitude. Expect clearance to filed altitude 10 minutes after
departure.

NC-3, 22 OCT 2009 to 19 NOV 2009

LOC I-DSM 110.3 Chan 40	APCH CRS 309°	Rwy Idg TDZE Arpt Elev 9001 957 957
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JAL-117 [USAF]

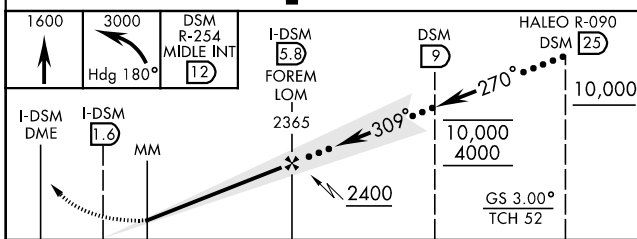
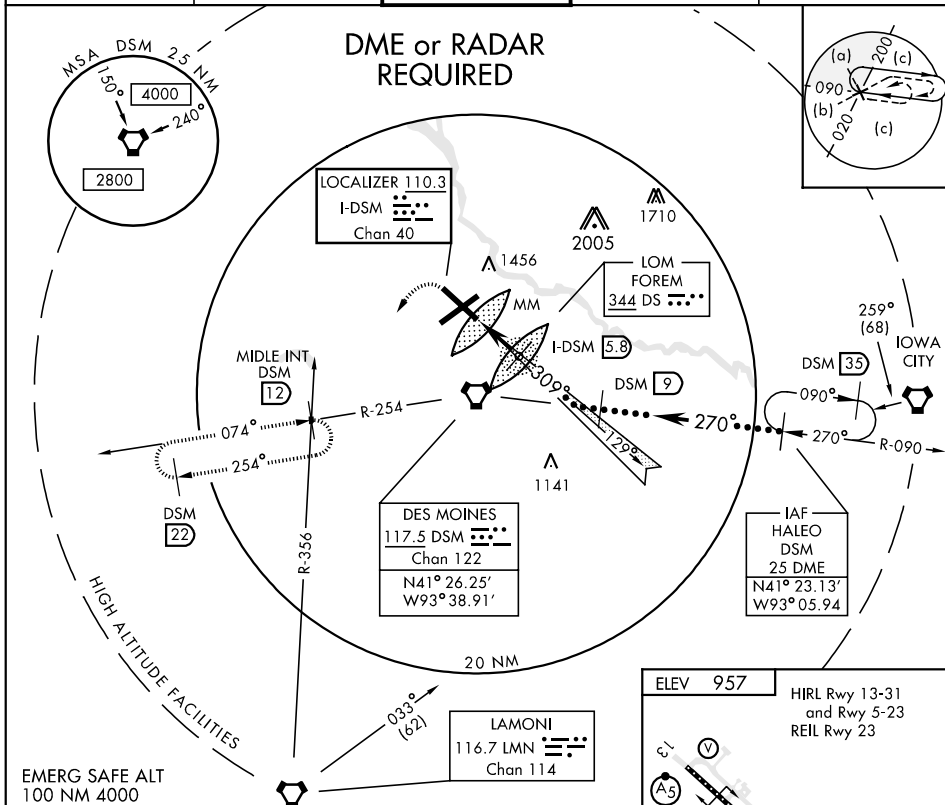
DES MOINES INTL (KDSM)

NOTE: Use I-DSM DME while on the LOC course.
* When ALS inop, increase S-ILS CAT E RVR to 40 and vis to ¾ miles, S-LOC CAT E vis to 1¼ miles.

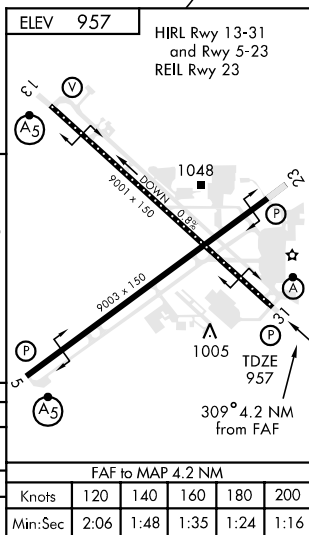


MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE INT/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	C	D	E
S-ILS 31 *	1157/18 200 (200-½)	1157/24 200 (200-½)	
S-LOC 31 *	1320/40 363 (400-¾)		
CIRCLING	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)



LOC/DME I-DWW	APP CRS	Rwy Idg	9003
111.5	051°	TDZE	931
Chan 52		Apt Elev	957

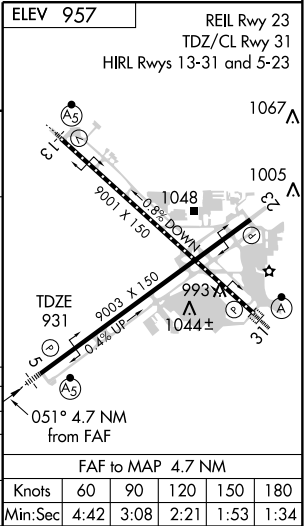
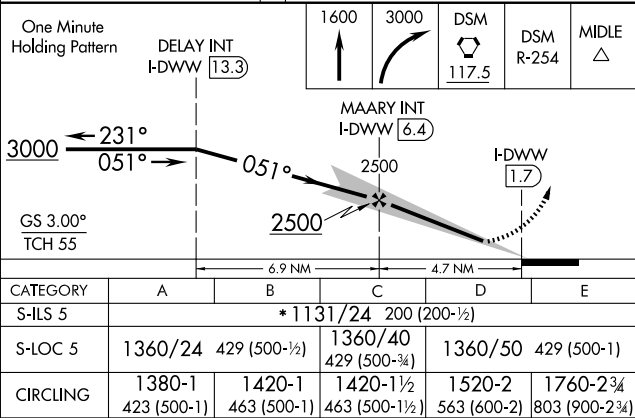
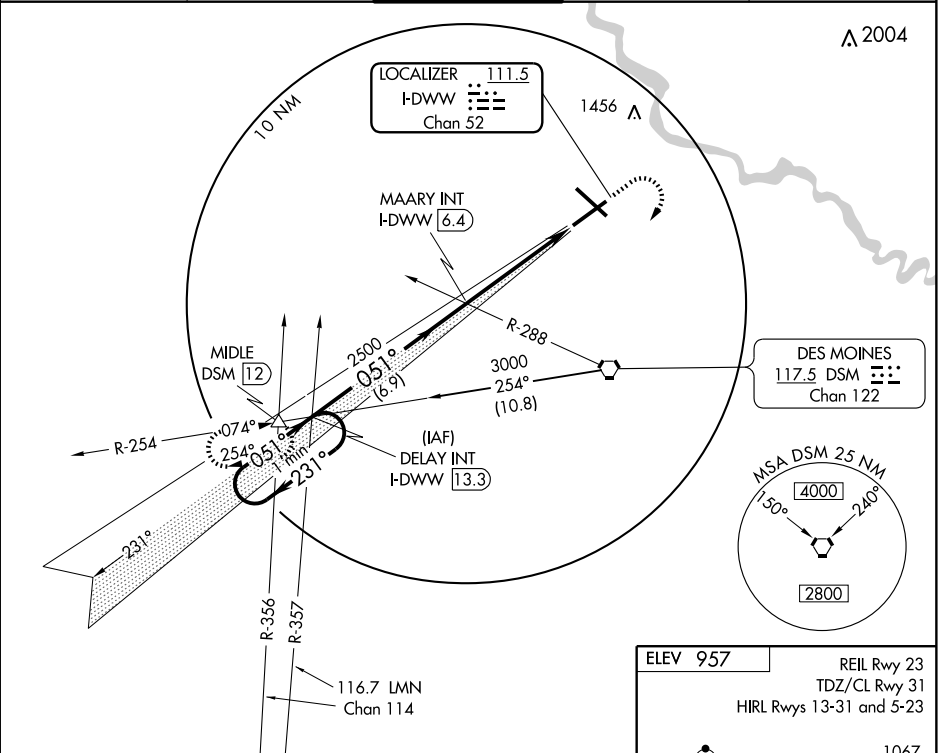
ILS or LOC RWY 5
DES MOINES INTL (DSM)

* VIS CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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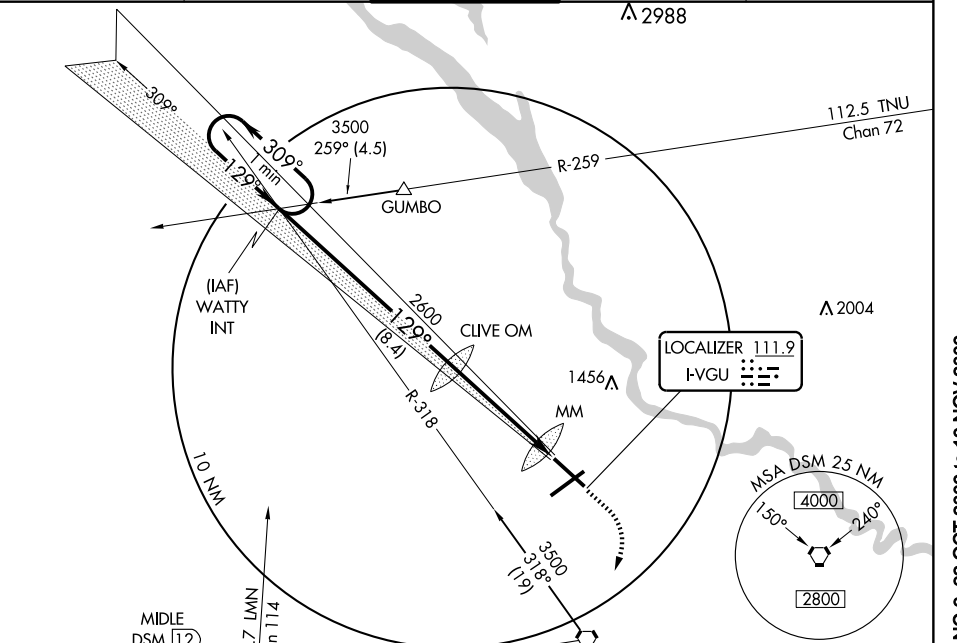
▲

For inoperative MALSRS increase Cat. E visibility to RVR 4000.

MALSRS

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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One Minute Holding Pattern

WATTY INT

1600

3000

DSM 117.5

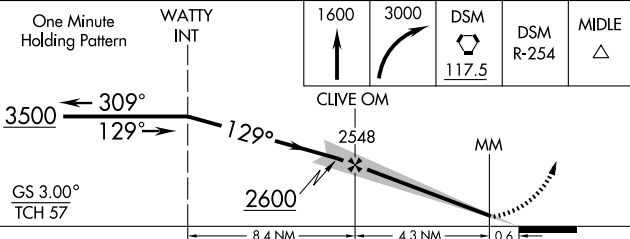
DSM R-254

MIDDLE

CLIVE OM

MM

DES MOINES 117.5 DSM Chan 122



CATEGORY	A	B	C	D	E
S-ILS 13	1121/24 200 (200-½)				
S-LOC 13	1380/24	459 (500-½)	1380/40 459 (500-1¾)	1380/50	459 (500-1)
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

ELEV 957

129° 4.9 NM from FAF

TDZE 921

0.8% DOWN

0.4% UP

REIL Rwy 23

TDZ/CL Rwy 31

HIRL Rlys 13-31 and 5-23

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3: 22 OCT 2009 to 19 NOV 2009

LOC/DME I-DSM	APP CRS	Rwy Idg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

▼

▲

For inoperative ALSF increase Cat. E visibility to RVR 4000.

ALSF-2

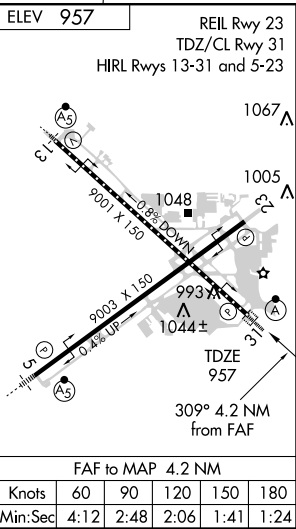
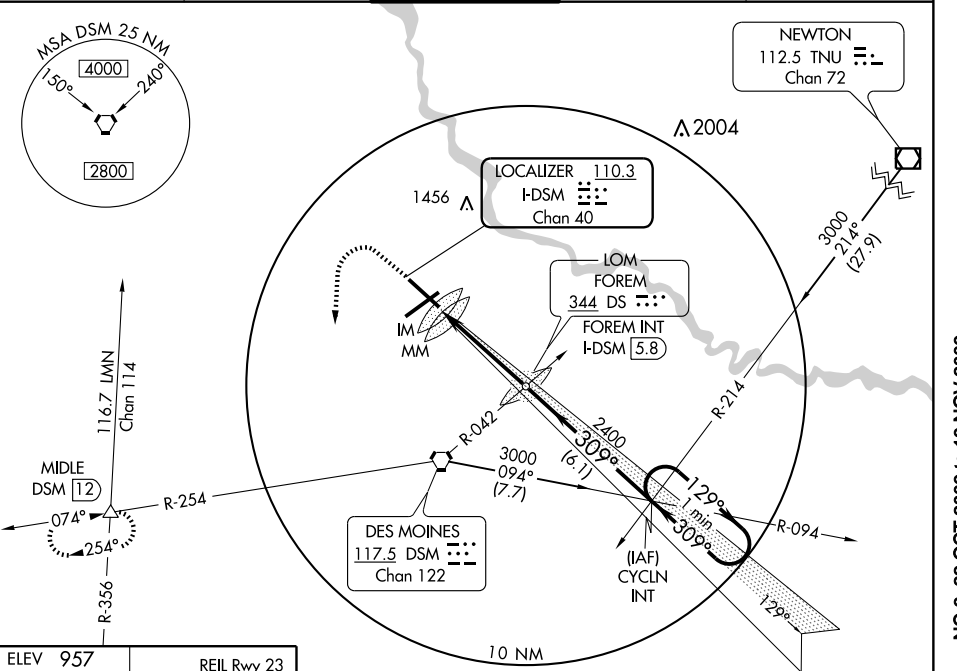
ⓘ

ⓘ

ⓘ

MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



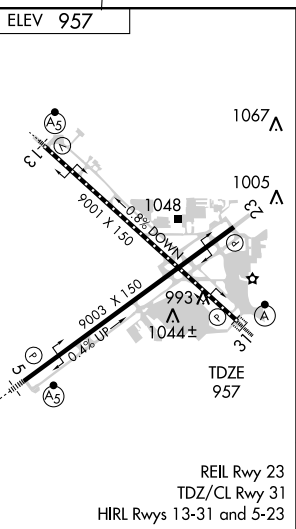
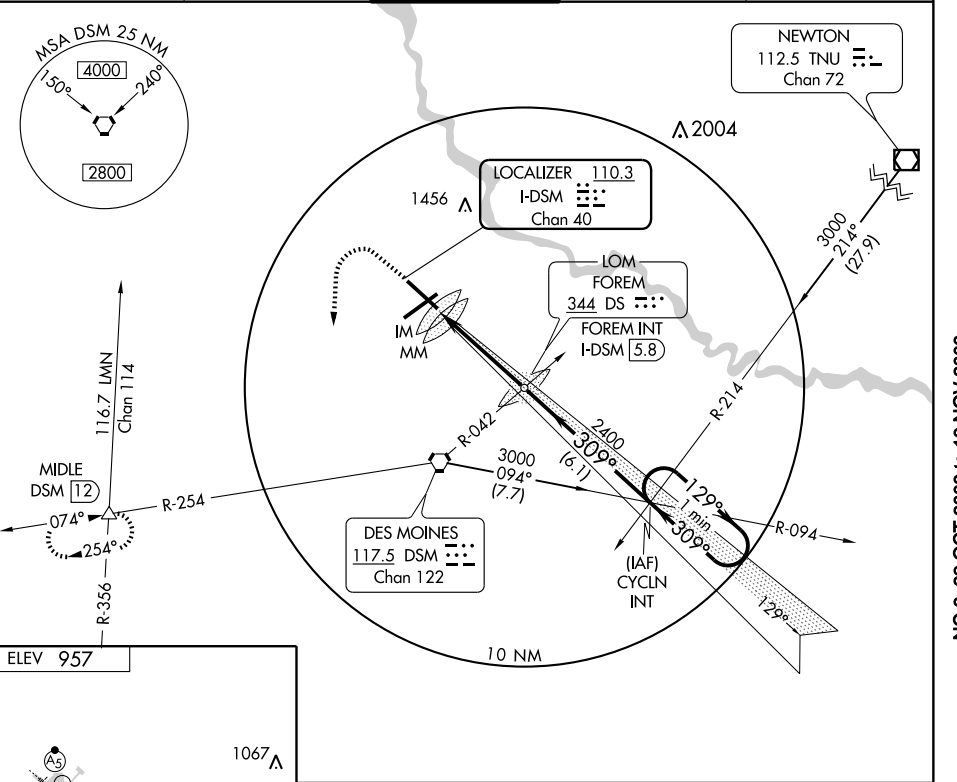
1600 ↑		3000 ↷ 180°		DSM R-254 117.5		MIDDLE △		FOREM LOM/INT I-DSM 5.8		CYCLN INT		One Minute Holding Pattern	
<p>Diagram illustrating a flight path with various segments and distances:</p> <ul style="list-style-type: none">Segments: 0.2, 0.3, 3.7 NM, 6.1 NMAngles: 129°, 309°, 309°Altitudes/Speeds: 1600, 3000, 2365, 2400, 3000Other labels: I-DSM 1.6, MM, IM, GS 3.00° TCH 52													
CATEGORY		A		B		C		D		E			
S-ILS 31		1157/18 200 (200-½)								1157/24 200 (200-½)			
S-LOC 31		1320/24 363 (400-½)						1320/40 363 (400-¾)					
CIRCLING		1380-1 423 (500-1)		1420-1 463 (500-1)		1420-1½ 463 (500-1½)		1520-2 563 (600-2)		1760-2¾ 803 (900-2¾)			

NC-3: 22 OCT 2009 to 19 NOV 2009

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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1600	3000	DSM R-254 117.5	MIDDLE	FOREM LOM/INT I-DSM 5.8	CYCLN INT	One Minute Holding Pattern
CATEGORY A B C D						
S-ILS 31 1057/12 100 RA 101						
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED						

NC-3, 22 OCT 2009 to 19 NOV 2009

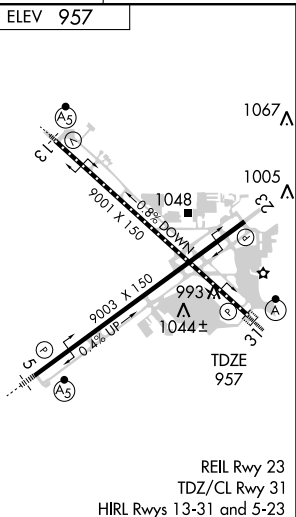
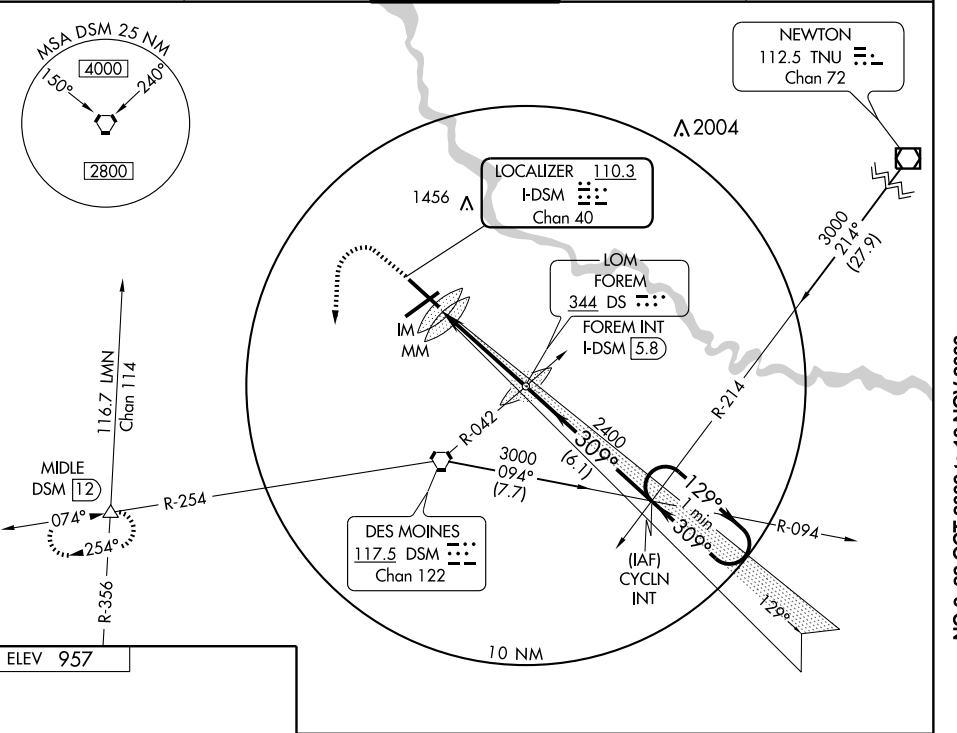
▼

▲

ALSIF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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1600	3000	DSM R-254 117.5	MIDDLE Δ	FOREM LOM/INT I-DSM 5.8	CYCLN INT	One Minute Holding Pattern
↑	180°					
957 MSL	1067 Δ	1058	1178	2365	129°	3000
1103'	919'	2301'	3.7 NM	6.1 NM	309°	GS 3.00° TCH 52
CATEGORY	A	B	C	D		
S-ILS 31		CAT III A	RVR 07			
S-ILS 31		CAT III B	RVR 06			
S-ILS 31		CAT III C	NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WAAS CH 69202 W05A	APP CRS 051°	Rwy Idg TDZE 931 Apt Elev 958
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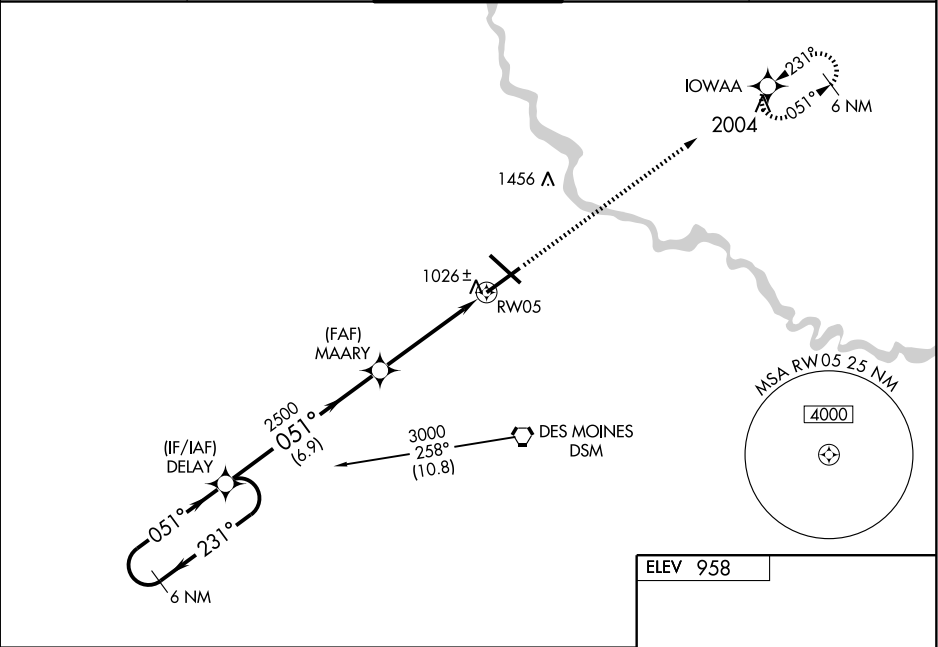
RNAV (GPS) RWY 5
DES MOINES INTL (DSM)

T DME/DME RNP-0.3 NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).
If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

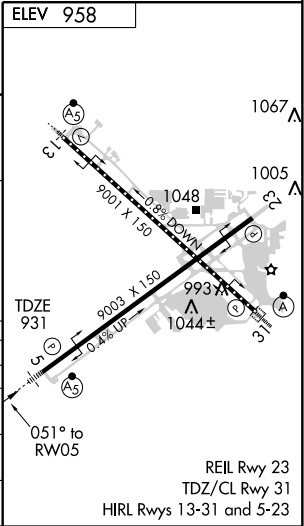
MALSR

MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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6 NM Holding Pattern				
DELAY				
3000 ← 231° / 051° →				
MAARY				
* 1 NM to RW05				
* LNAV only				
RW05				
2500				
6.9 NM 3.7 NM 1 NM				
CATEGORY	A	B	C	D
LPV DA		1188/24	257 (300-½)	
LNAV/VNAV DA		1276/40	345 (400-¾)	
LNAV MDA		1280/24	349 (400-½)	1280/50 349 (400-1)
CIRCLING	1380-1¼ 422 (500-1¼)	1420-1¼ 462 (500-1¼)	1420-1½ 462 (500-½)	1520-2 562 (600-2)



MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

A5

A circular logo for MSA RW13 25 NM 4000. The text "MSA RW13 25 NM" is curved along the top inner edge of the circle. In the center, there is a small circle containing a four-pointed star. Below the star, the number "4000" is displayed inside a rectangular box.

DES MOINES

6 NM
Holding Pattern

WATTY

3000

CYCLN

3500 —

GS 3.00°
TCH 56

[illegible]

* 1.3 NM to *INAV only

RW13
| RW

134

8.3 NM 3.8 NM 12.1 NM

CATEGORY		A		B		C		D	
LPV	DA	1171/24 250 (300-½)							
LNAV/ VNAV	DA	1242/24 321 (300-½)						1242/40 321 (300-¾)	
LNAV	MDA	1380/24 459 (500-½)				1380/40 459 (500-¾)		1380/50 459 (500-1)	
CIRCLING		1380-1 422 (500-1)		1420-1 462 (500-1)		1420-1½ 462 (500-1½)		1520-2 562 (600-2)	

NC-3, 22 OCT 2009 to 19 NOV 2009

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

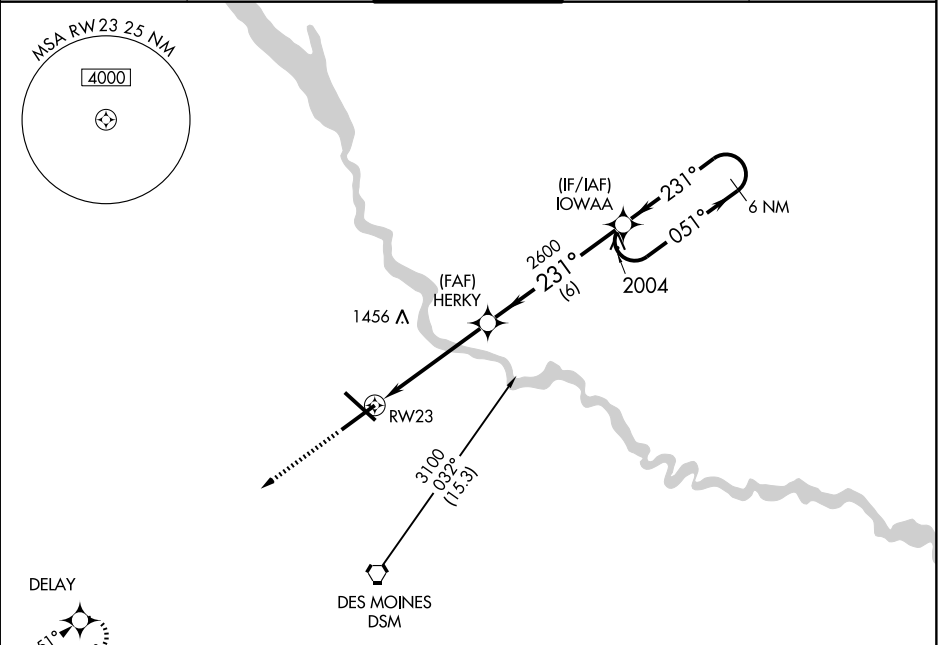
APP CRS 231°	Rwy Idg 9003 TDZE 939 Apt Elev 957
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RNAV (GPS) RWY 23

DES MOINES INTL (DSM)

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Δ NA When VGSI inoperative procedure NA at night.	MISSED APPROACH: Climb to 3000 direct DELAY WP and hold.
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ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 957				
CATEGORY	A	B	C	D
RNAV MDA	1540-1	601 (600-1)	1540-1¾ 601 (600-1¾)	1540-2 601 (600-2)
CIRCLING	1540-1	583 (600-1)	1540-1¾ 583 (600-1¾)	1540-2 583 (600-2)

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rws 13-31 and 5-23

WAAS CH 78002 W31A	APP CRS 309°	Rwy Idg 9001 TDZE 958 Apt Elev 958
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RNAV (GPS) RWY 31

DES MOINES INTL (DSM)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

A VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.

When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet.

For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.

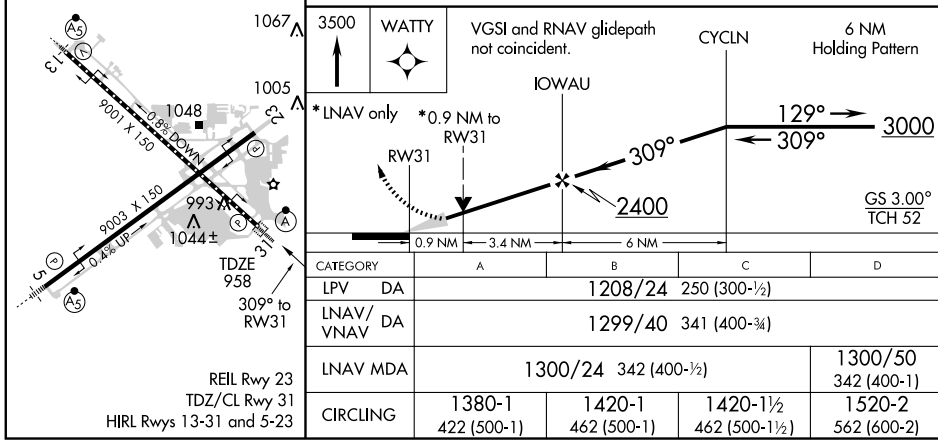
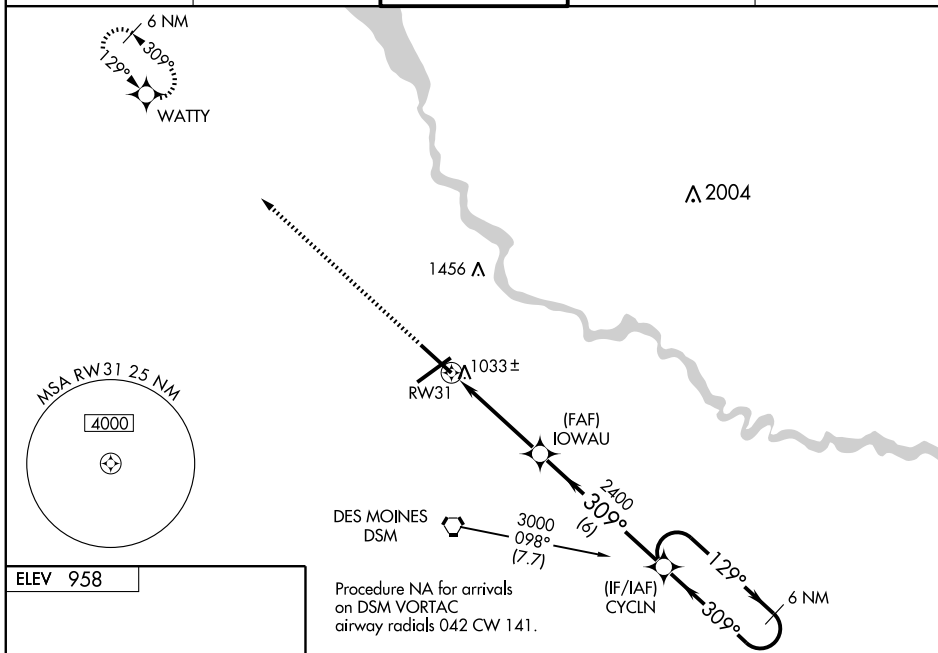
For inoperative ALSF, when using Ankeny Rgnl altimeter setting increase LPV all Cts visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

ALSF-2



MISSED APPROACH: Climb to 3500 direct WATTY and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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VOR/DME TNU	APP CRS	Rwy Idg	9003
112.5	236°	TDZE	939
Chan 72		Apt Elev	957

VOR/DME RWY 23

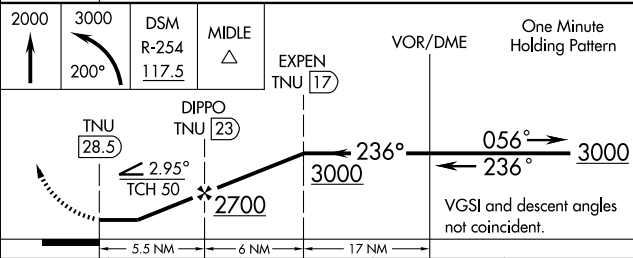
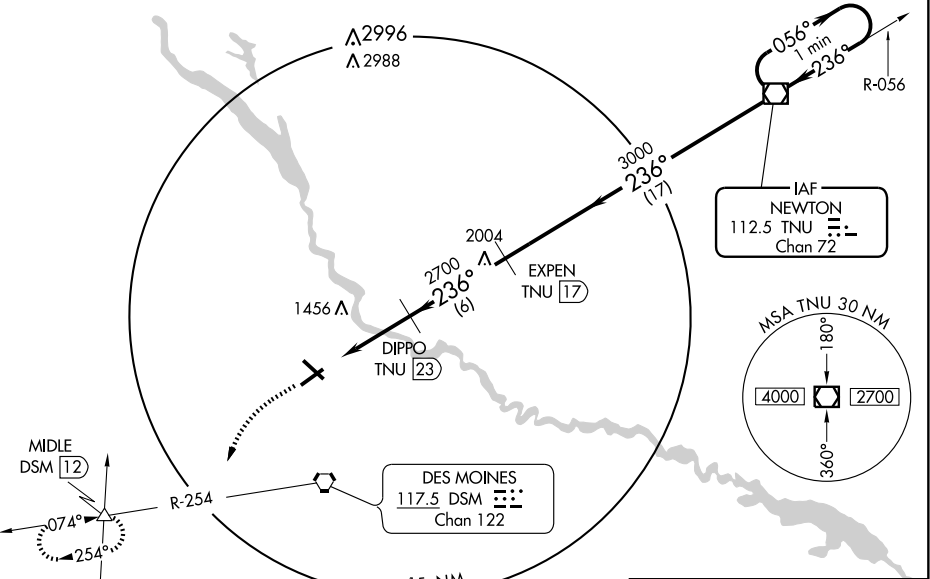
DES MOINES INTL (DSM)

▼ When VGSI inoperative, procedure NA at night.
▲

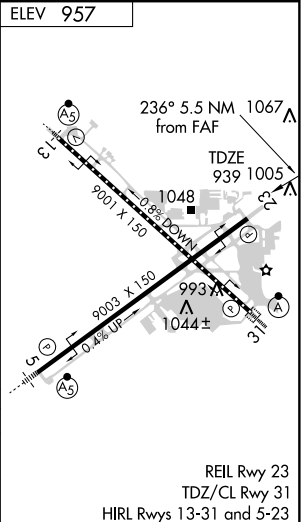
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55

NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081.



CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1¼ 781 (800-1¼)	1720-2¼ 781 (800-2¼)	1720-2½ 781 (800-2½)
CIRCLING	1720-1 763 (800-1)	1720-1¼ 763 (800-1¼)	1720-2¼ 763 (800-2¼)	1720-2½ 763 (800-2½)



AIRPORT DIAGRAM

AL-923 (FAA)

DUBUQUE RGNL (DBQ)
DUBUQUE, IOWA

ATIS
127.25
DUBUQUE TOWER ★
119.5 254.4
GND CON
121.8

D

FIELD
ELEV
1077

RWY 13-31
S75, D125, ST159, DT215
RWY 18-36
S75, D173, ST175, DT275

81 ELEV 1073

42°24.5'N

HANGARS

CONTROL
TOWER
1138

TERMINAL

FBO

FIRE STATION/
MAINTENANCE

LAHSO

LAHSO

6327 X 150

6502 X 100

42°24'N

42°24'N

315.4°

ELEV
1062

ELEV
1033

0.6% UP

0.00.3°

36

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

90°43'W

90°42'W

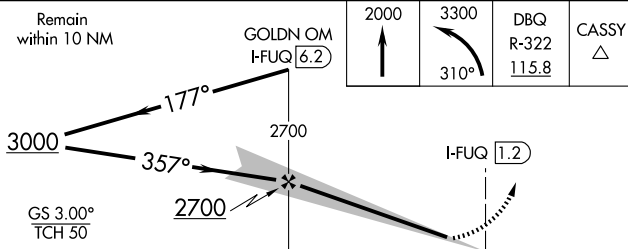
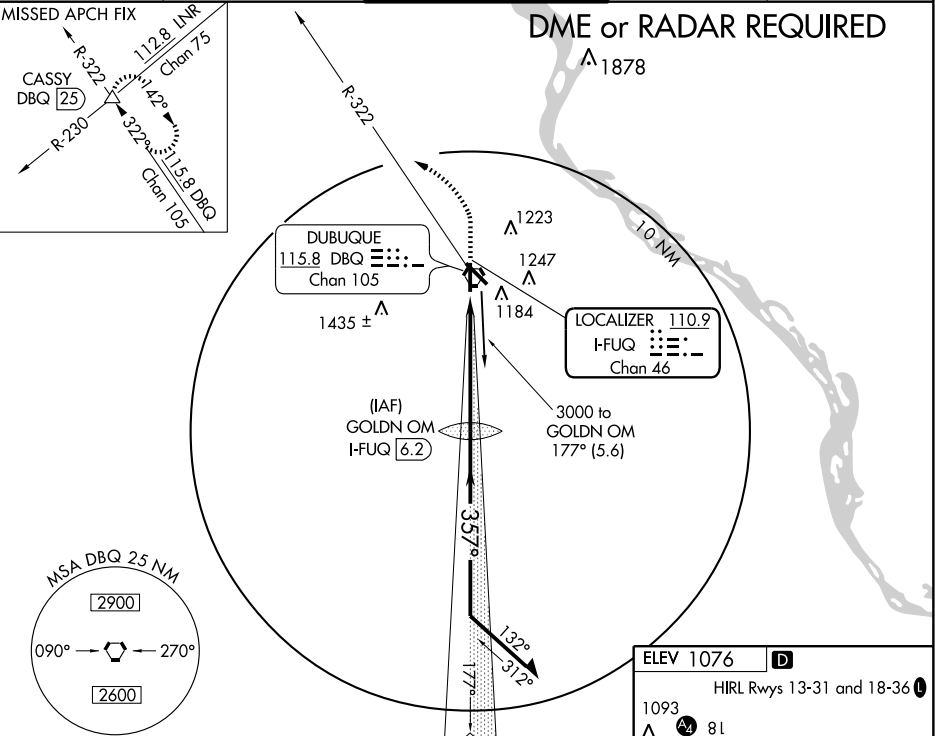
NC-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-FUQ	APP CRS	Rwy Idg	6327
110.9	357°	TDZE	1047
Chan 46		Apt Elev	1076

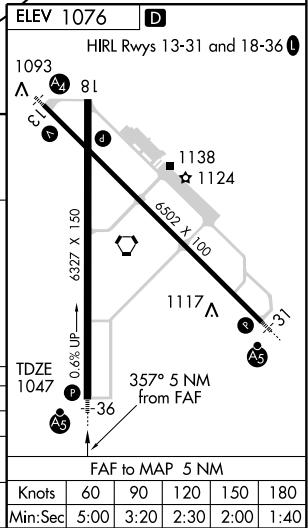
ILS or LOC RWY 36
DUBUQUE RGNL (DBQ)

▼ * RVR 1800 authorized with the use of FP or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY Int/DBQ 25 DME and hold.
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 36	* 1247/24		200 (200-½)	
S-LOC 36	1460/24	413 (400-½)	1460/40	413 (400-¾)
CIRCLING	1580-1	504 (600-1)	1580-1½ 504 (600-1½)	1640-2 564 (600-2)



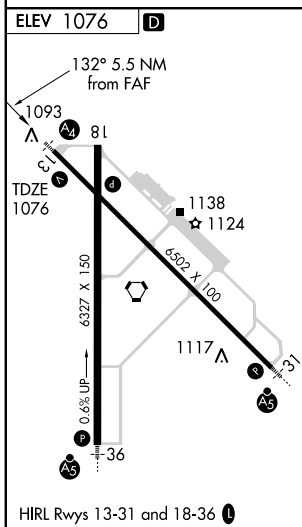
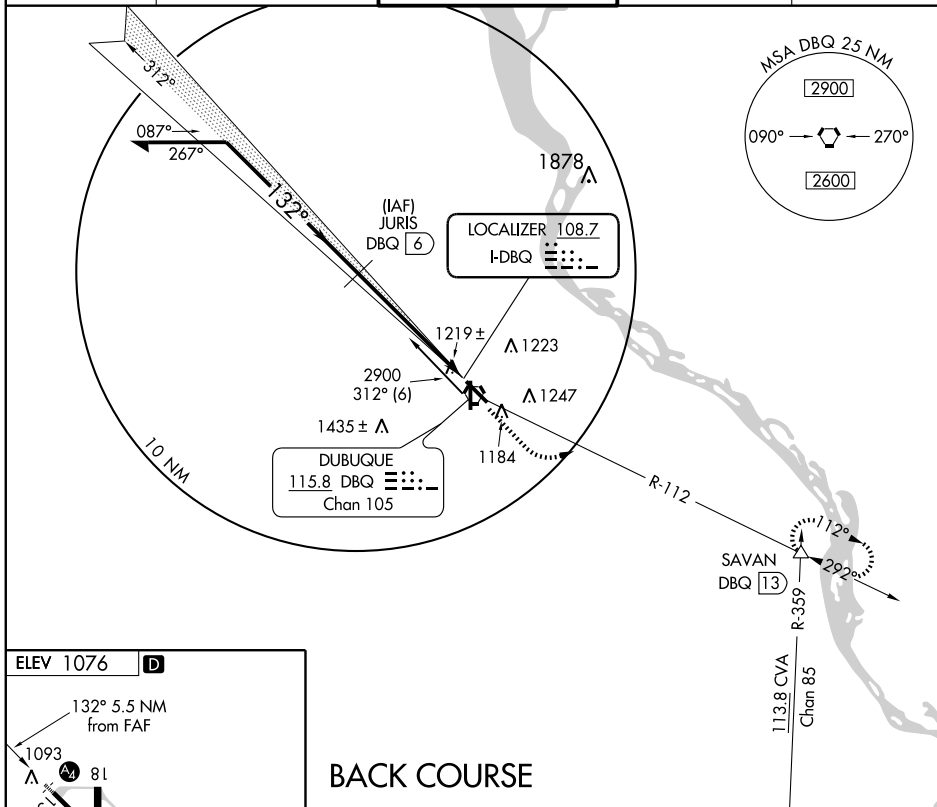
LOC I-DBQ <u>108.7</u>	APP CRS 132°	Rwy Idg 6502 TDZE 1076 Apt Elev 1076
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LOC/DME BC RWY 13

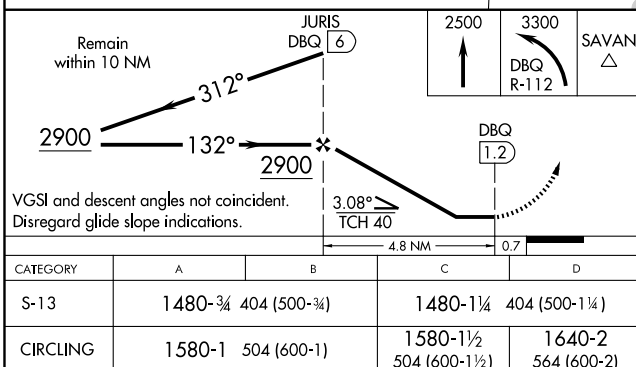
DUBUQUE RGNL (DBQ)

	<p>DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required. Inoperative table does not apply to S-13 Cat. C.</p>	<p>MALS</p> 	<p>MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAYAN Int/13 DME and hold.</p>
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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BACK COURSE



WAAS Chan 93700 W13A	APP CRS 132°	Rwy Idg 6502 TDZE 1077 Apt Elev 1077
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RNAV (GPS) RWY 13
DUBUQUE RGNL (DBQ)

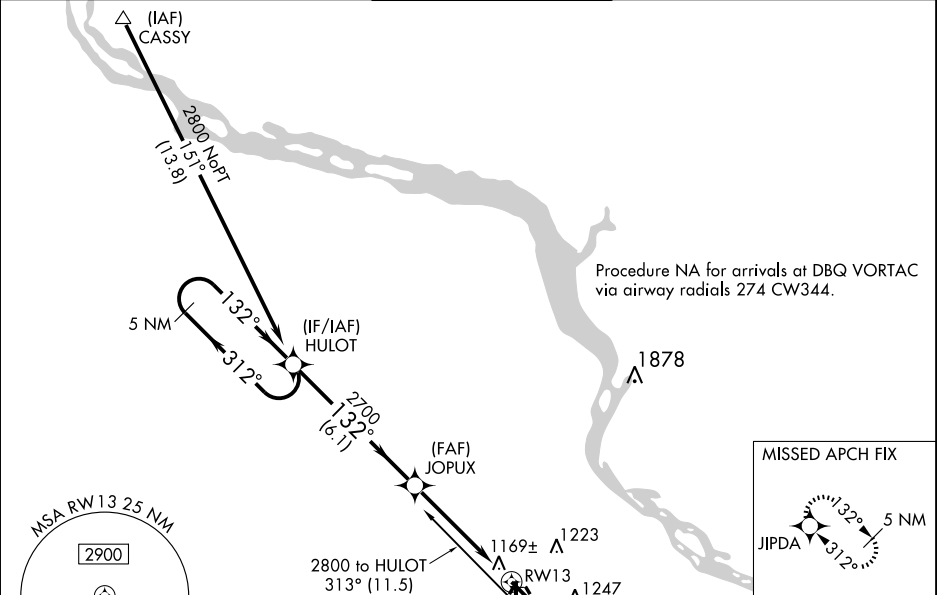
⚠ Inoperative table does not apply to LPV and LNAV/VNAV.
⚠ Baro-VNAV NA when using Monticello altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALS

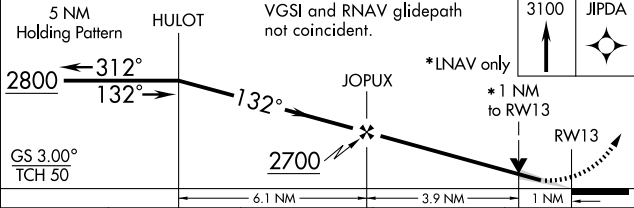


MISSED APPROACH: Climb to 3100 direct JIPDA and hold.

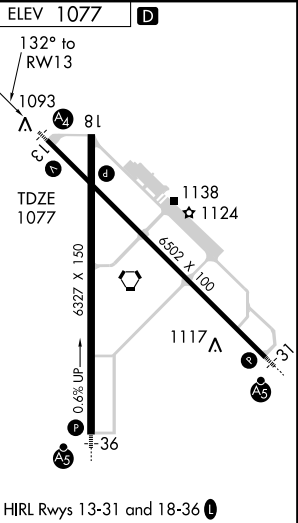
ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	1393-1	316 (400-1)		
LNAV/VNAV DA	1574-1¾	497 (500-1¾)		
LNAV MDA	1420-¾	343 (400-¾)	1420-1¼	343 (400-1¼)
CIRCLING	1580-1¾	503 (600-1¾)	1640-2	563 (600-2)



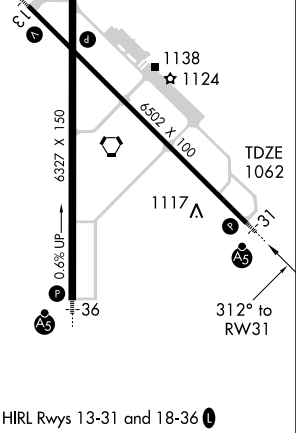
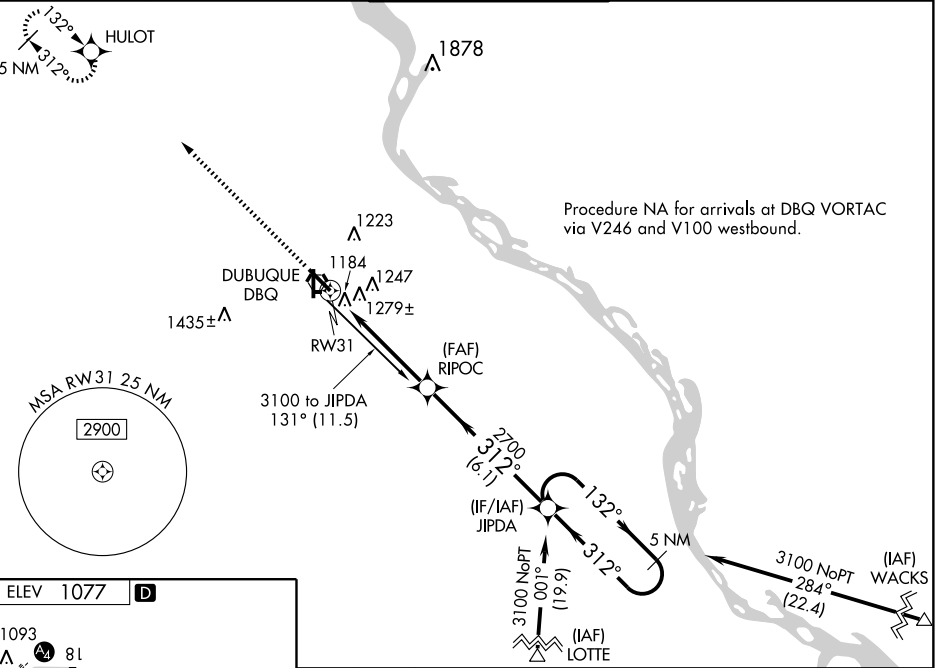
WAAS Chan 69400 W31A	APP CRS 312°	Rwy Idg 6302 TDZE 1062 Apt Elev 1077
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RNAV (GPS) RWY 31

DUBUQUE RGNL (DBQ)

<div> <div></div> <div></div> </div> <p> For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1. Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet. </p>	<div> <div>MALSR</div> <div> </div> </div>	MISSED APPROACH: Climb to 2800 direct HULOT and hold.
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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<div> <div>2800</div> <div>HULOT</div> </div>	*LNAV only			
<div> <div> <div>1.3 NM</div> <div>3.6 NM</div> <div>6.1 NM</div> </div> <div> <div>1.3 NM</div> <div>3.6 NM</div> <div>6.1 NM</div> </div> </div>	JIPDA 5 NM Holding Pattern 132° → 3100 ← 312° GS 3.00° TCH 50			
CATEGORY	A	B	C	D
LPV DA	1481-1 419 (500-1)			
LNAV/VNAV DA	1603-1½ 541 (600-1½)			
LNAV MDA	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1620-2 543 (600-2)			1640-2 563 (600-2)

WAAS CH 62807 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	6327 1048 1077
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RNAV (GPS) RWY 36

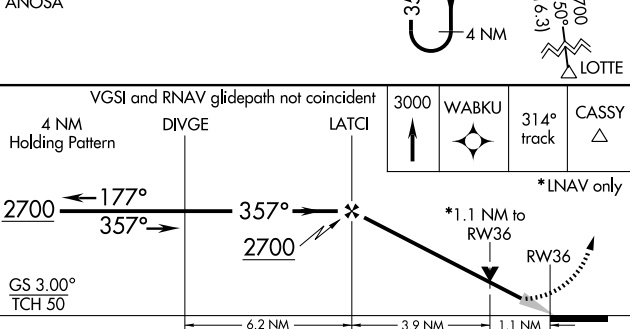
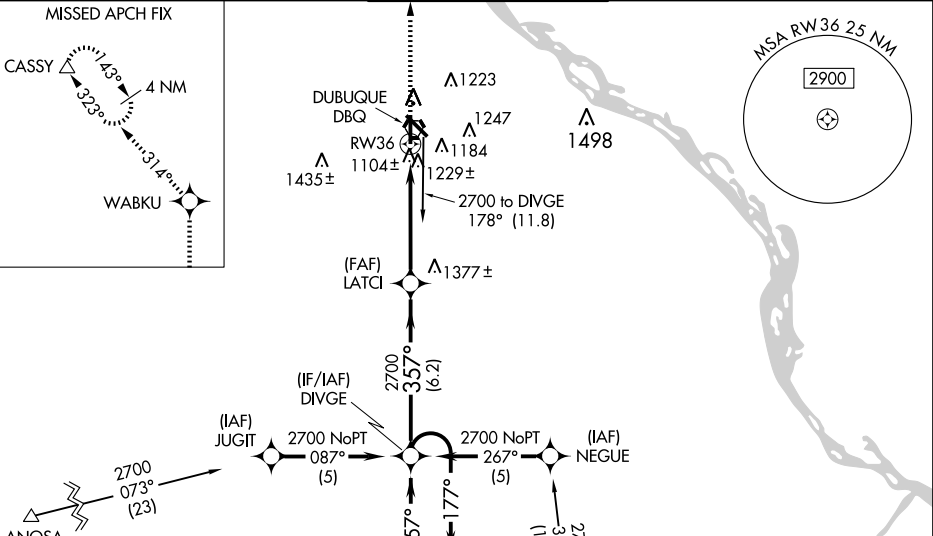
DUBUQUE RGNL (DBQ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and circling Cat C visibility ¼ mile. For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

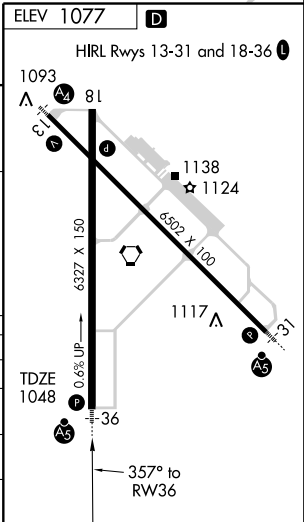
MALSR

MISSED APPROACH: Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1248/24 200 (200-½)			
LNAV/VNAV DA	1525/60 477 (500-1¼)			
LNAV MDA	1480/24 432 (500-½)	1480/40 432 (500-¾)	1480/50 432 (500-1)	1480/50 432 (500-1)
CIRCLING	1580-1 503 (600-1)	1580-1½ 503 (600-1½)	1640-2 563 (600-2)	1640-2 563 (600-2)



VORTAC DBQ	APP CRS	Rwy Idg	6502
115.8	138°	TDZE	1077
Chan 105		Apt Elev	1077

VOR RWY 13
DUBUQUE RGNL (DBQ)

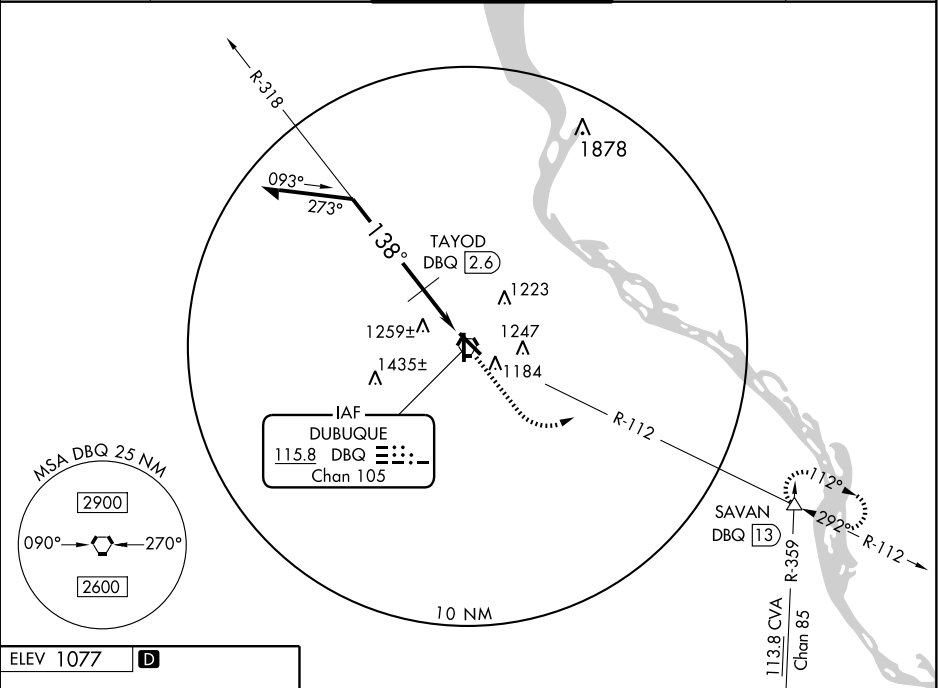
⚠ Inoperative table does not apply to Cat C.
⚠ If local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 100 feet.
VDP NA when using Monticello altimeter setting.

MALS

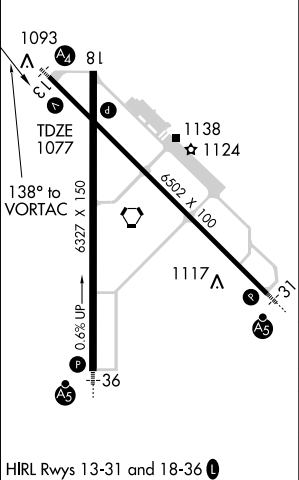
A4

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via DBQ VORTAC R-112 to SAVAN Int/13 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077 **D**



Remain within 10 NM

VORTAC

2500

3300

DBQ R-112

SAVAN

* 1880 when using Monticello altimeter setting.

TAYOD DBQ (2.6)

DBQ (1.8)

3.03°

TCH 50

0.8 NM 1.3 NM 0.6

CATEGORY	A	B	C	D
S-13	1780-3/4	703 (800-3/4)	1780-2	1780-2 1/4
CIRCLING	1780-1	703 (800-1)	1780-2	1780-2 1/4

TAYOD FIX MINIMUMS

S-13	1520-3/4	443 (500-3/4)	1520-1 1/4	443 (500-1 1/2)
CIRCLING	1580-1	503 (600-1)	1580-1 1/2	563 (600-2)

Visibility reduction by helicopters NA.

When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D ½ mile, circling Cat B ¼ mile and Cat C and D ½ mile, ZUKOB fix minimums S-31 Cat C and D ¼ mile, and circling Cat C ¼ mile. VDP NA when using Monticello altimeter setting.

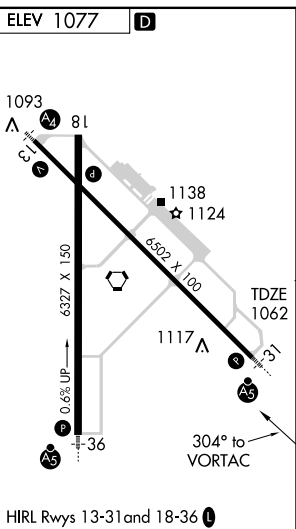
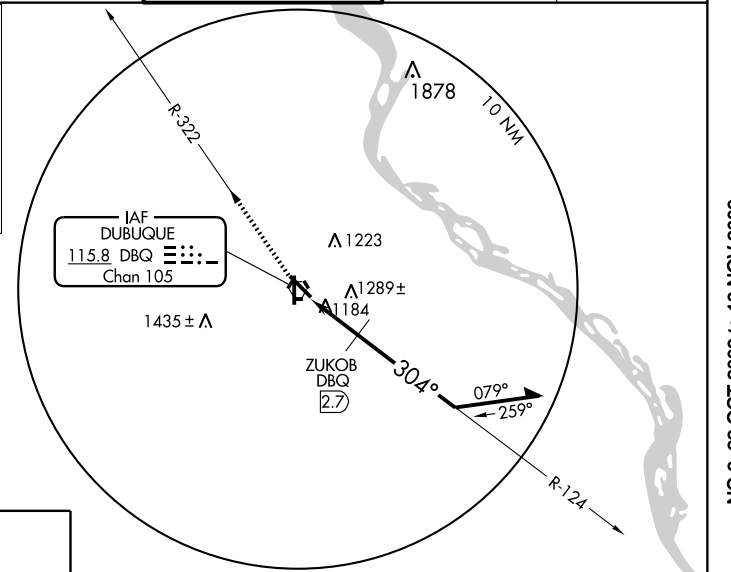
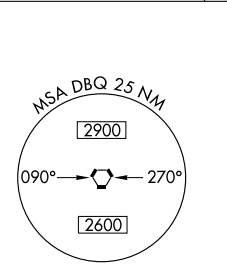
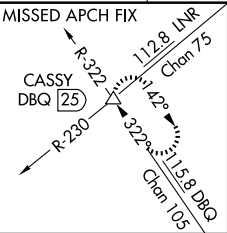
For inoperative MALS, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile.

For inoperative MALS when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

MALS

MISSED APPROACH: Climbing right turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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3000 DBQ R-322	CASSY △	VORTAC		Remain within 10 NM
<p>*1900 when using Monticello altimeter setting.</p>				
1.3 ← 0.8 NM				
CATEGORY	A	B	C	D
S-31	1800-¾ 738 (800-¾)		1800-1½ 738 (800-1½)	1800-1¾ 738 (800-1¾)
CIRCLING	1800-1 723 (800-1)		1800-2 723 (800-2)	1800-2¼ 723 (800-2¼)
ZUKOB FIX MINIMUMS				
S-31	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

VOR RWY 36
DUBUQUE RGNL (DBQ)

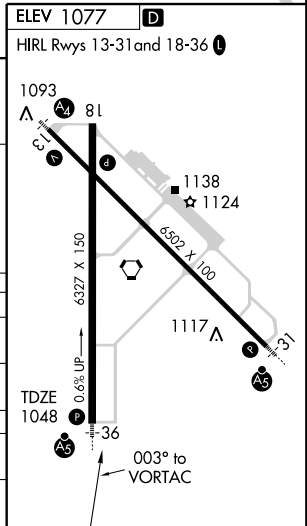
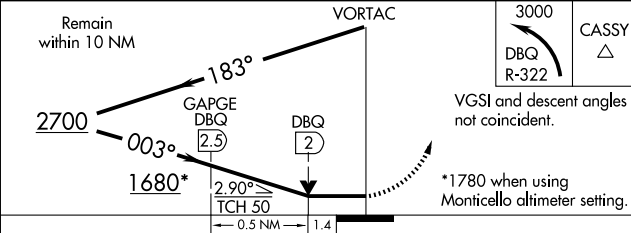
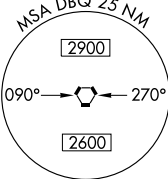
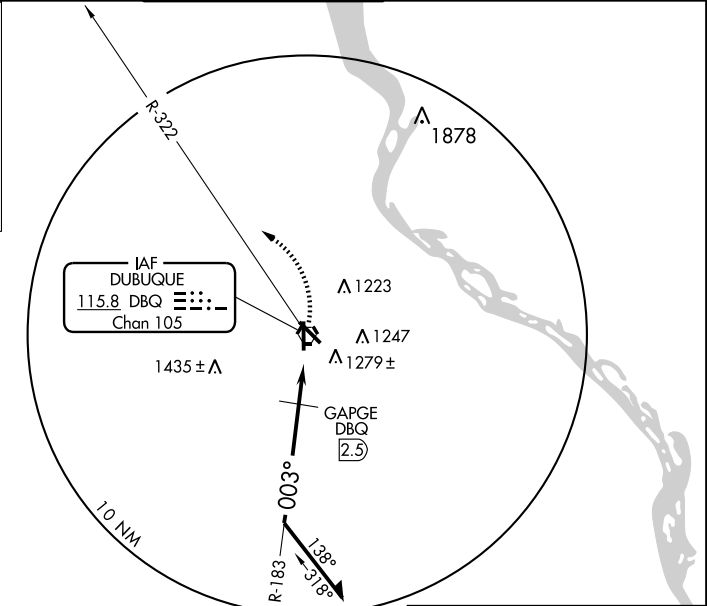
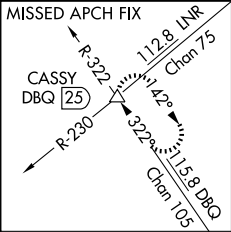
VORTAC DBQ	APP CRS	Rwy Idg	6327
115.8	003°	TDZE	1048
Chan 105		Apt Elev	1077

When local altimeter setting not received use Monticello altimeter setting and increase all MDAs 100 feet, increase visibility S-36 Cat C and D ¼ mile, circling Cat C and D ¼ mile, GAPGE fix minimums S-36 Cat C to RVR 5000 and Cat D to RVR 6000, and circling Cat C ¼ mile. VDP NA when using Monticello altimeter setting.

MALSR
AS

MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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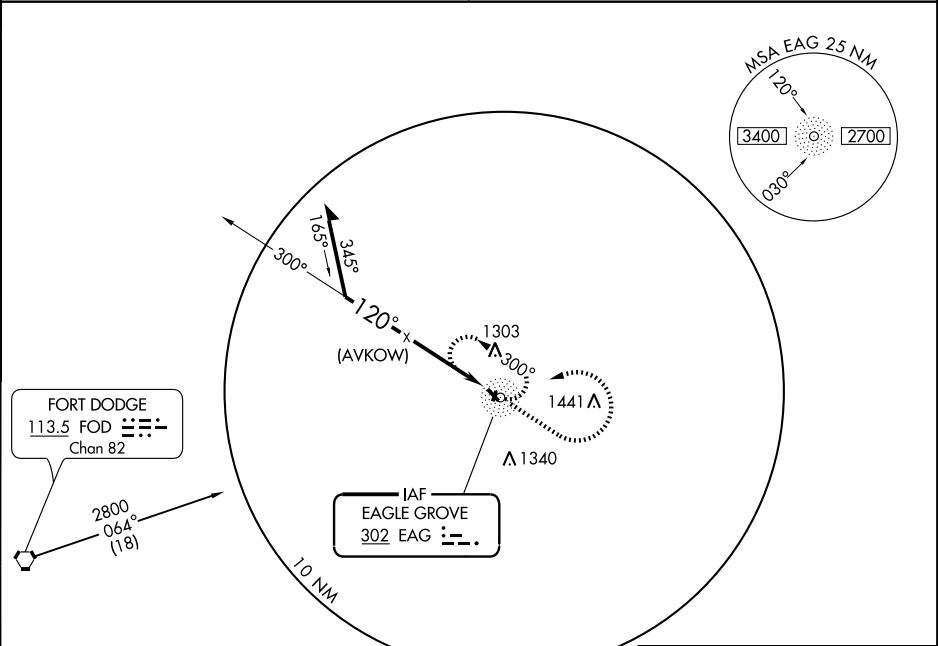
CATEGORY	A	B	C	D
S-36	1680/24	632 (700-½)	1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1	603 (700-1)	1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)
GAPGE FIX MINIMUMS				
S-36	1540/24	492 (500-½)	1540/40 492 (500-¾)	1540/50 492 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

NDB EAG	APP CRS	Rwy Idg	3371
302	120°	TDZE	1133
		Apt Elev	1133

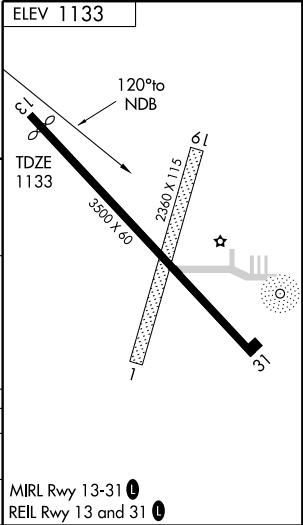
NDB or GPS RWY 13

EAGLE GROVE MUNI (EAG)

Use Fort Dodge altimeter setting.	MISSED APPROACH: Climb to 2800 then left turn direct EAG NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)



Remain within 10 NM		NDB		2800		EAG	
(AVKOW)		300°		120°			
4 NM		A		B		C	
S-13		1700-1		567 (600-1)		NA	
CIRCLING		1700-1		567 (600-1)		NA	

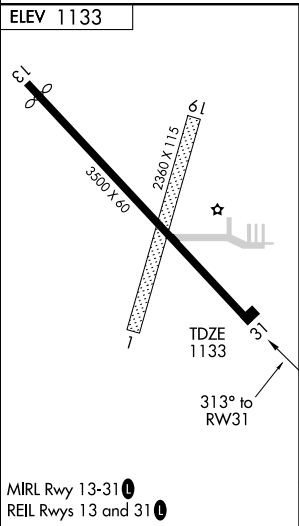
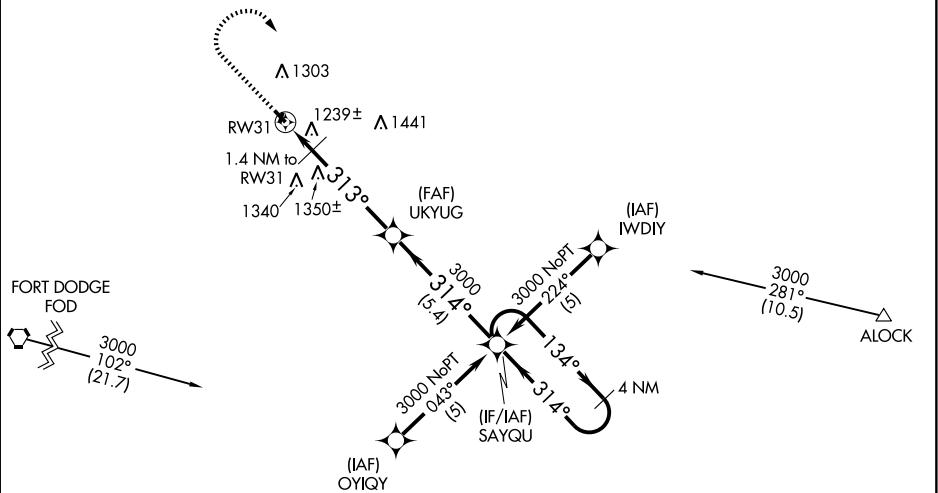


APP CRS 313°	Rwy Idg TDZE Apt Elev	3500 1133 1133
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RNAV (GPS) RWY 31

EAGLE GROVE MUNI (EAG)

<div>▼ ▲NA</div> <div>Use Fort Dodge altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.</div>	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SAYQU WP and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0





	2000	3000	SAYQU	
	↑	↷	✦	
			UKYUG	SAYQU
			1.4 NM to RW31	3.08° TCH 40
			1640	314°
			1.4 NM	4.2 NM
			5.4 NM	
CATEGORY	A	B	C	D
LNAB MDA	1540-1	407 (500-1)	NA	
CIRCLING	1660-1	527 (600-1)	NA	

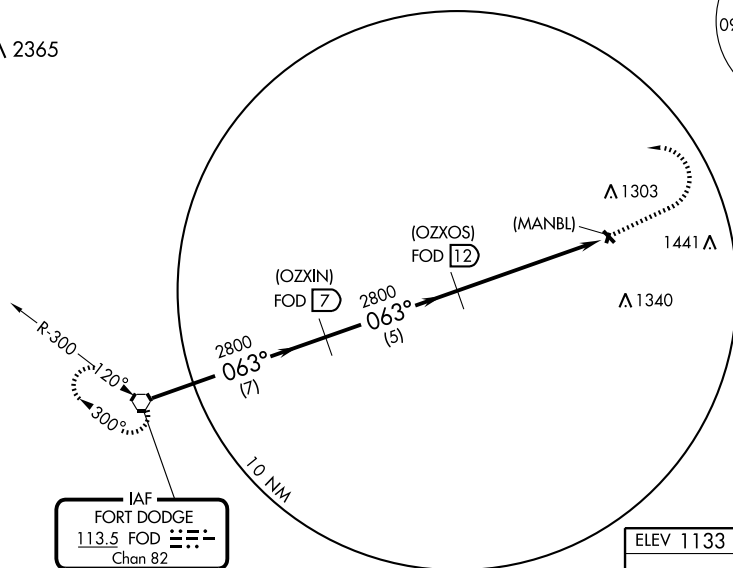
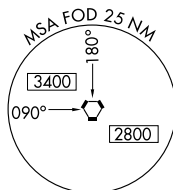
VORTAC FOD 113.5 Chan 82	APP CRS 063°	Rwy Idg TDZE Apt Elev	N/A N/A 1133
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VOR/DME or GPS-A

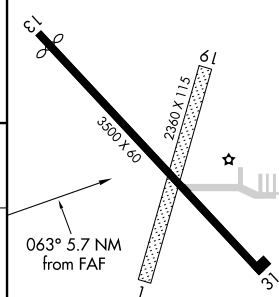
EAGLE GROVE MUNI (EAG)

 Use Fort Dodge altimeter setting.  NA	MISSED APPROACH: Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 1

A 2365



ELEV 1133



	VORTAC	(OZXIN) FOD 7	(OZXOS) FOD 12	2800 ↑ FOD R-063	FOD 113.5
	2800	063°	2800	2800	(MANBL) FOD 17.7
Procedure Turn NA	7 NM	5 NM	5.7 NM		
CATEGORY	A	B	C	D	
CIRCLING	1660-1	527 (600-1)	NA		

MIRL Rwy 13-31 1
REIL Rwy 13 and 31 1

NDB EGQ	APP CRS	Rwy Idg	3401
<u>410</u>	<u>140°</u>	TDZE	1205
		Apt Elev	1205

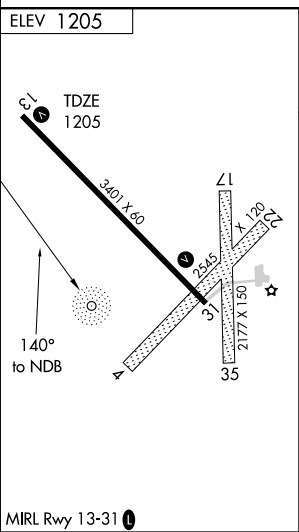
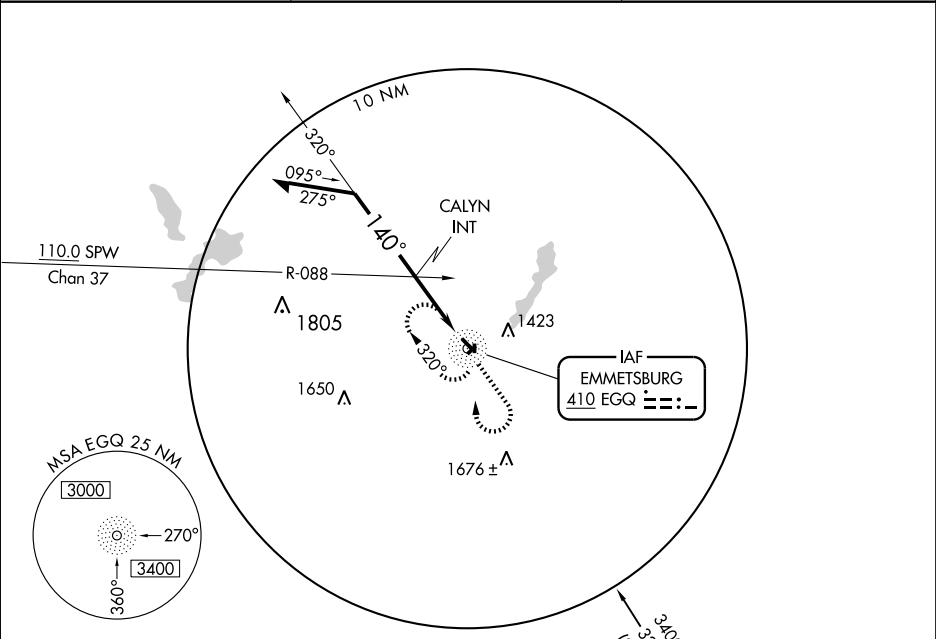
NDB or GPS RWY 13
EMMETSBURG MUNI (EGQ)

▼ Use Algona altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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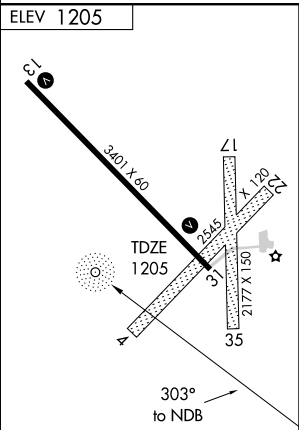
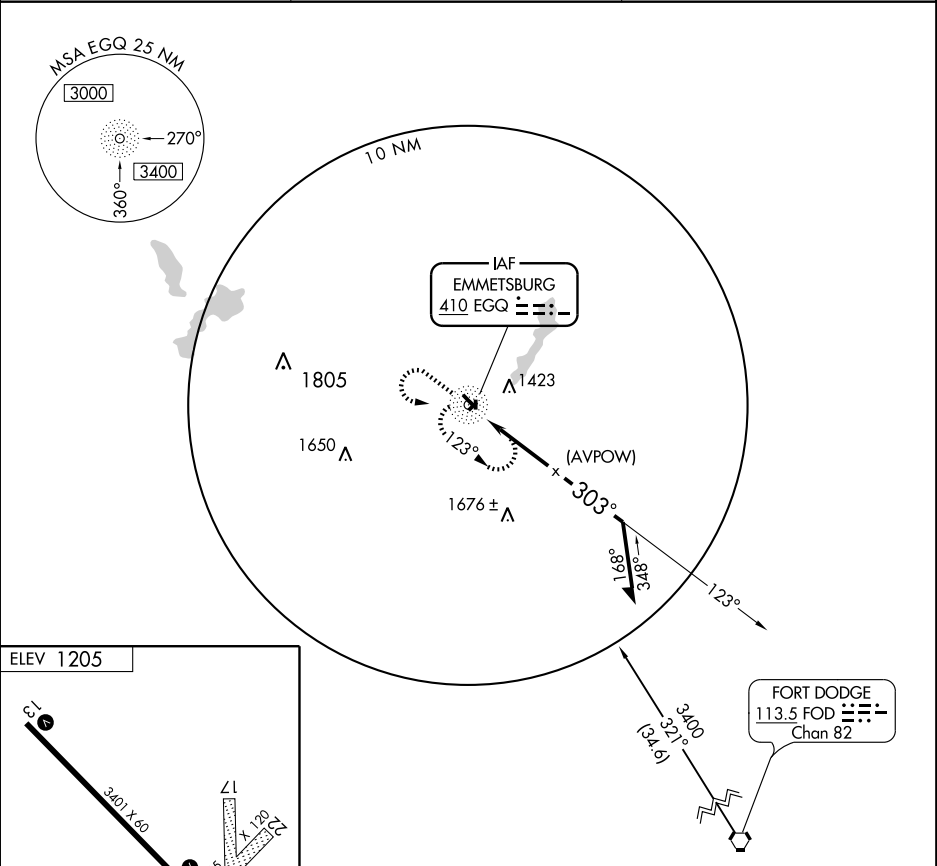
ELEV 1205			
Remain within 10 NM			
NDB			
3000			
140°			
CALYN INT			
2040			
3.2 NM			
CATEGORY	A	B	C D
S-13	2040-1 835 (900-1)	2040-1 ¼ 835 (900-1 ¼)	NA
CIRCLING	2040-1 835 (900-1)	2040-1 ¼ 835 (900-1 ¼)	NA
CALYN INTERSECTION MINIMUMS			
S-13	1860-1 655 (700-1)	NA	
CIRCLING	1860-1 655 (700-1)	NA	

NDB EGQ 410	APP CRS 303°	Rwy Idg TDZE Apt Elev	3401 1205 1205
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NDB or GPS RWY 31
EMMETSBURG MUNI (EGQ)

▼ Use Algona altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.
▲ NA	

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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<div><div>2500</div><div>3000</div><div>EGQ 410</div></div>		<div><div><div>NDB</div><div>123°</div><div>(AVPOW)</div><div>303°</div><div>4 NM</div><div>Remain within 10 NM</div></div></div>			
CATEGORY	A	B	C	D	
S-13	1820-1	615 (700-1)		NA	
CIRCLING	1820-1	615 (700-1)		NA	

WAAS CH 40104 W16A	APP CRS 164°	Rwy Idg TDZE 4797 1319 Apt Elev 1319
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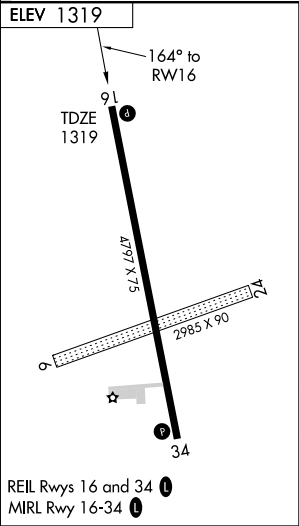
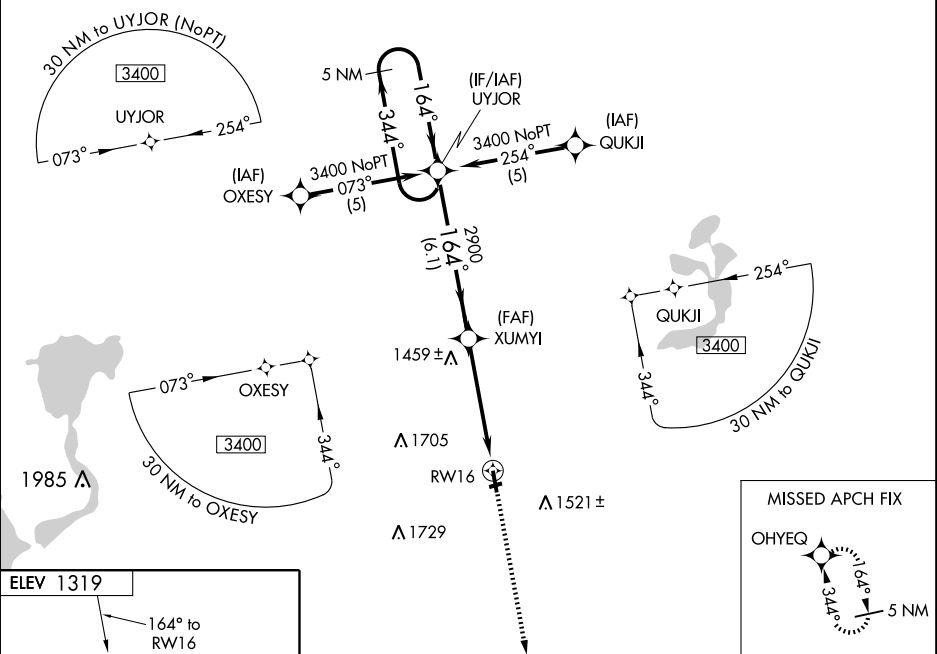
RNAV (GPS) RWY 16

ESTHERVILLE MUNI (EST)

⚠ Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 1
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5 NM Holding Pattern				3400 ↑ OHYEQ	
UYJOR				* 1.2 NM to RWY 16	
XUMYI				RWY 16	
GS 3.00° TCH 30				* LNAV only	
6.1 NM 3.6 NM 1.2 NM					
CATEGORY	A	B	C	D	
LPV DA	1569-1	250 (300-1)	NA		
LNAV/VNAV DA	1608-1	289 (300-1)	NA		
LNAV MDA	1720-1	401 (500-1)	NA		
CIRCLING	1720-1 401 (500-1)	1780-1 461 (500-1)	NA		

WAAS CH 82304 W34A	APP CRS 344°	Rwy Idg TDZE Apt Elev	4797 1319 1319
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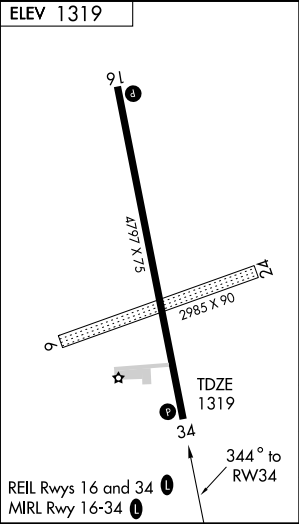
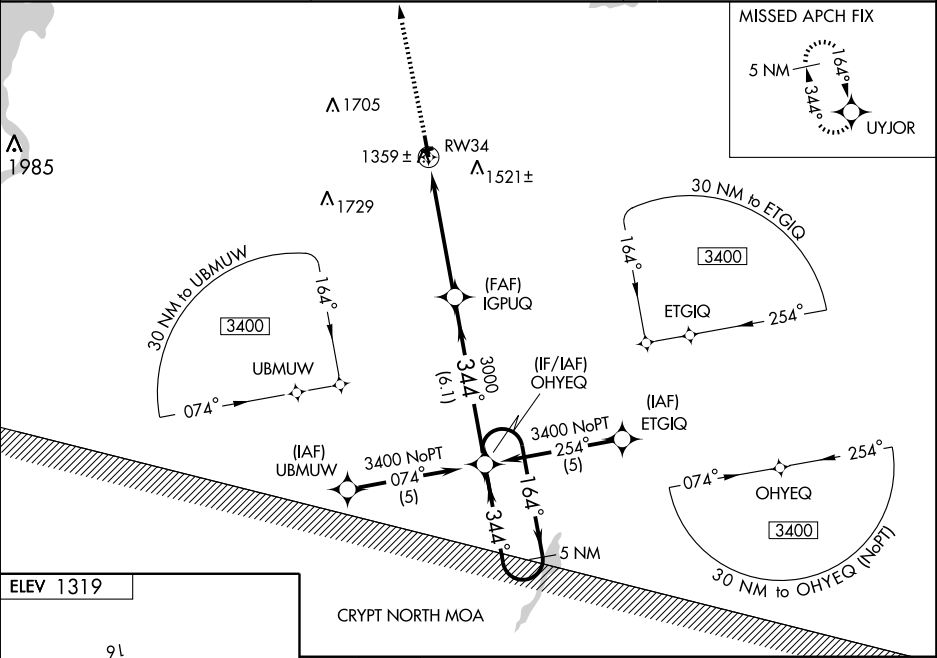
RNAV (GPS) RWY 34

ESTHERVILLE MUNI (EST)

A Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct UYJOR and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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3400

UYJOR

↑

✳

*LNAV only

*1.1 NM to RW34

RW34

IGPUQ

OHYEQ

5 NM Holding Pattern

164°

344°

3400

3000

344°

GS 3.00° TCH 42

1.1 NM

4 NM

6.1 NM

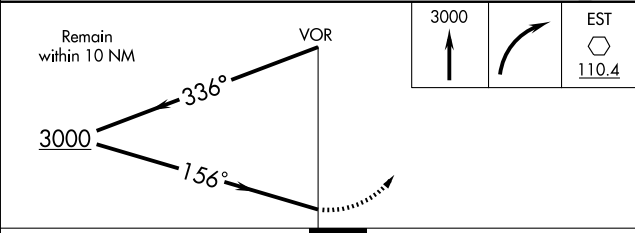
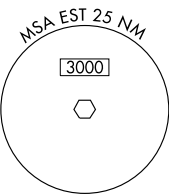
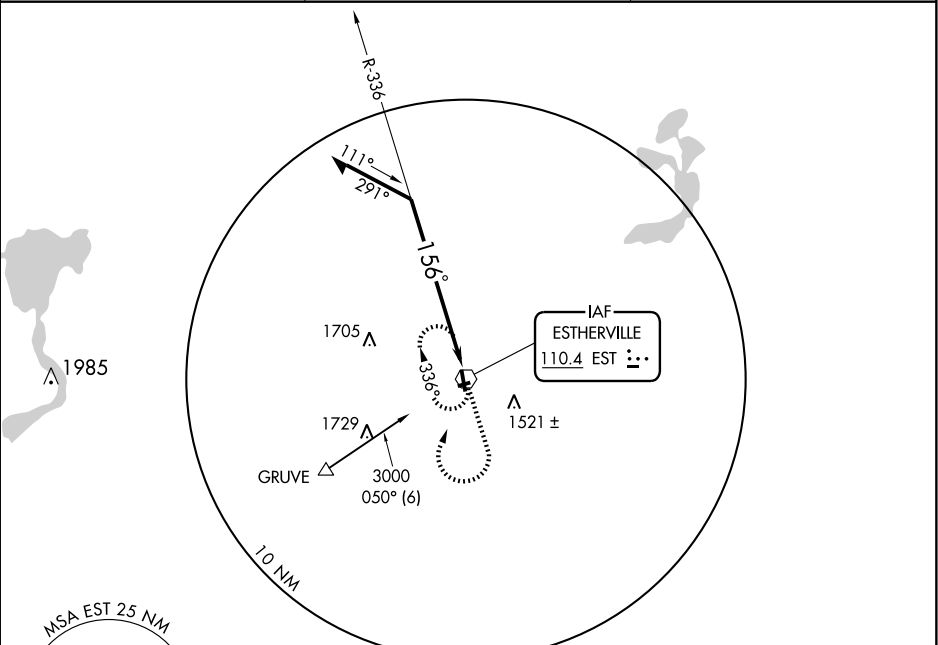
CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)	NA	
LNAV/VNAV DA	1629-1	310 (400-1)	NA	
LNAV MDA	1700-1	381 (400-1)	NA	
CIRCLING	1700-1 381 (400-1)	1780-1 461 (500-1)	NA	

EST VOR 110.4	APP CRS 156°	Rwy Idg TDZE Apt Elev	4797 1317 1317
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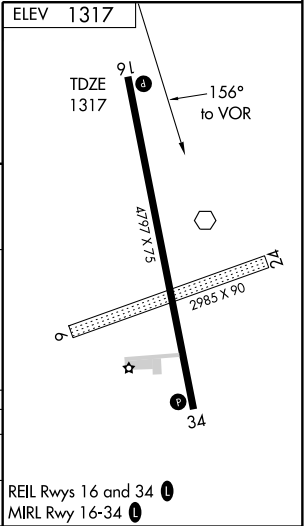
VOR RWY 16
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-16	1840-1	523 (600-1)	NA	
CIRCLING	1840-1	523 (600-1)	NA	



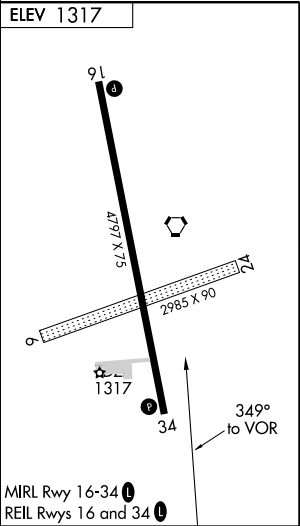
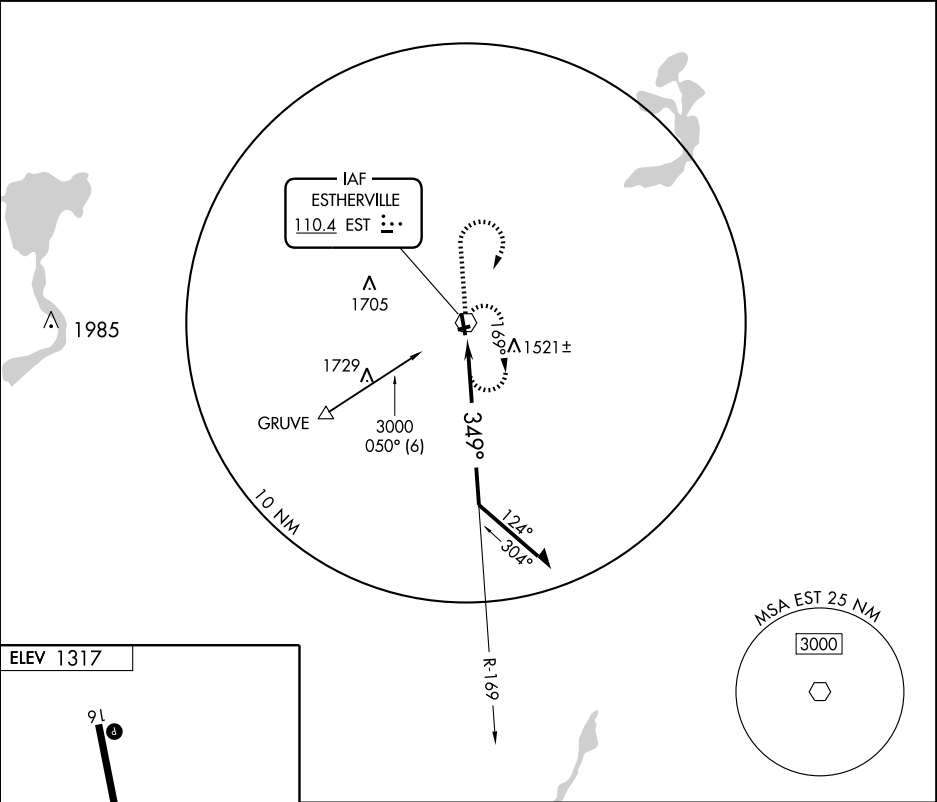
REIL Rwy 16 and 34
MIRL Rwy 16-34





EST VOR	APP CRS	Rwy Idg	4797
<u>110.4</u>	<u>349°</u>	TDZE	<u>1317</u>
		Apt Elev	<u>1317</u>

VOR RWY 34
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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<div>3000</div> <div></div>	<div></div> <div>EST</div> <div><div></div><div>110.4</div></div>	<div></div> <div>Remain within 10 NM</div> <div>169°</div> <div>349°</div> <div>3000</div>		
CATEGORY	A	B	C	D
S-34	1780-1	463 (500-1)	NA	
CIRCLING	1780-1	463 (500-1)	NA	

AL-5588 (FAA)

NDB FFL <u>332</u>	APP CRS 009°	Rwy Idg 5500 TDZE 799 Apt Elev 801
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NDB RWY 36
FAIRFIELD MUNI (FFL)



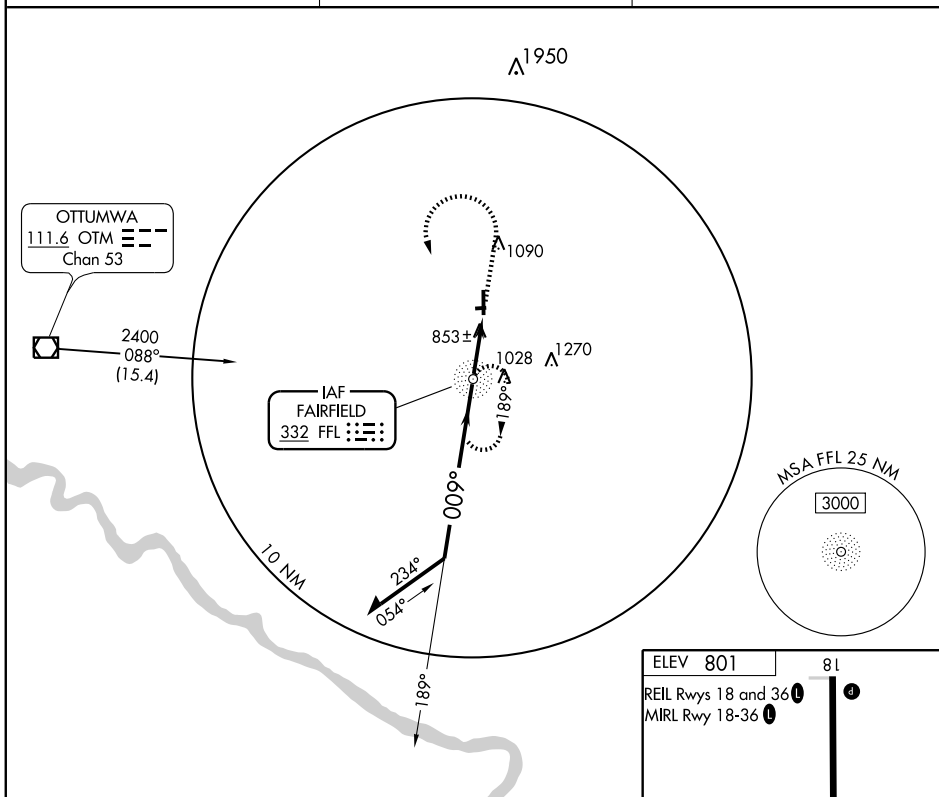
If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct FFL NDB and hold.

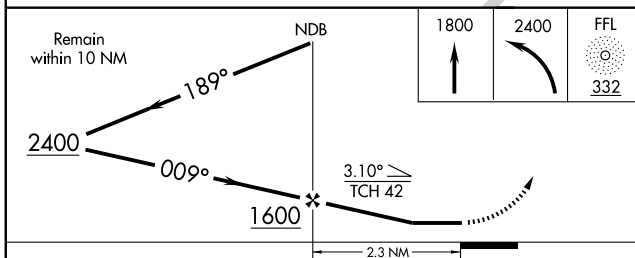
AWOS-3
132.025

CHICAGO CENTER
118.15 354.1

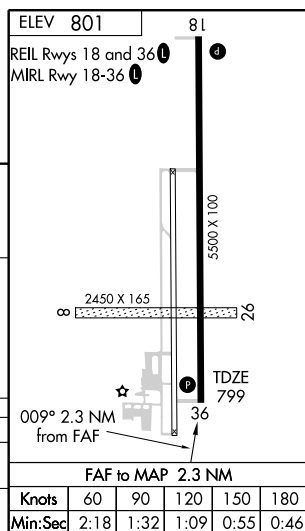
UNICOM
122.7 (CTAF) **L**



NC-3, 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
S-36	1200-1	401 (400-1)	1200-1¼ 401 (400-¼)	NA
CIRCLING	1220-1 419 (500-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-¾)	NA



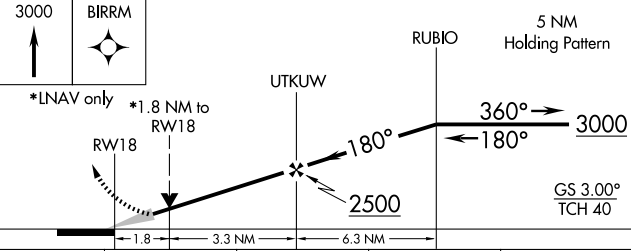
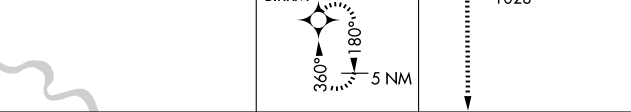
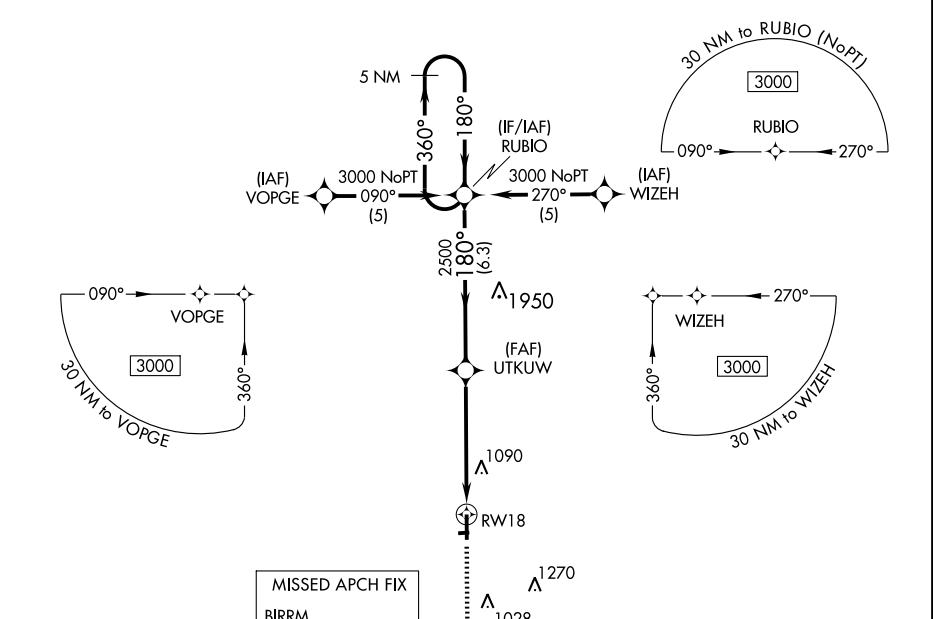
RNAV (GPS) RWY 18
FAIRFIELD MUNI (FF'L)

WAAS CH 82503 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5500 801 801
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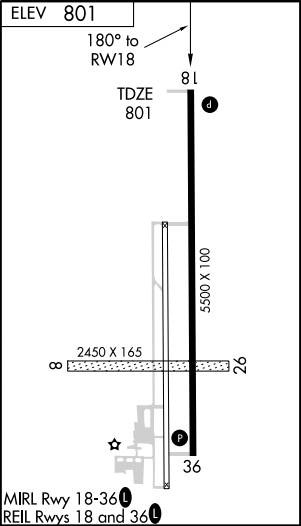
▼ If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
▲ DME/DME RNP- 0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct BIRRM and hold.

AWOS-3 132.025	CHICAGO CENTER 118.15 354.1	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1051-1	250 (300-1)		NA
LNAV MDA	1400-1	599 (600-1)	1400-1½ 599 (600-1½)	NA
CIRCUING	1400-1	599 (600-1)	1440-1¾ 639 (700-1¾)	NA



RNAV (GPS) RWY 36

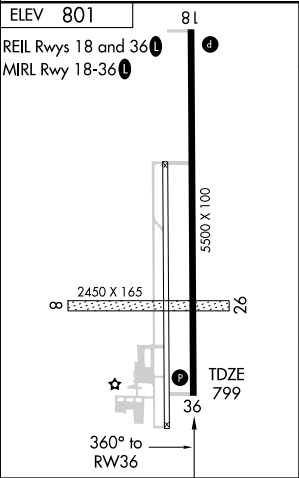
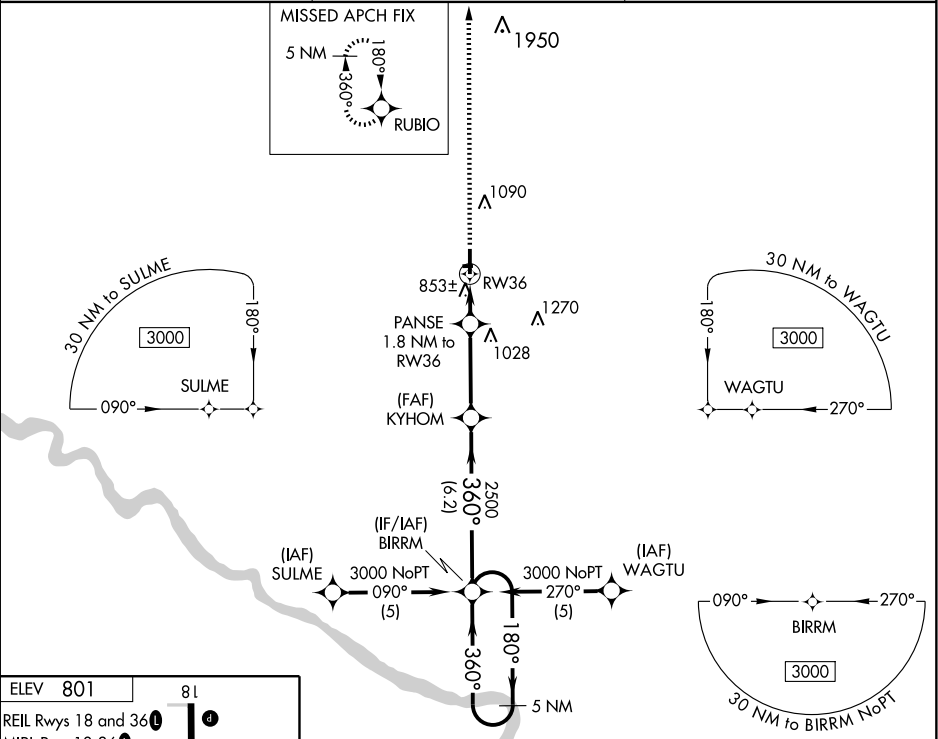
FAIRFIELD MUNI (FFL)

WAAS CH 72804 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5500 799 801
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⚠ If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUBIO and hold.

AWOS-3 132.025	CHICAGO CENTER 118.15 354.1	UNICOM 122.7 (CTAF)
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<div>3000 ↑</div> <div>RUBIO </div>		<div>PANSE 1.8 NM to RW36</div> <div>*1.1 NM to RW36</div> <div>RW36</div> <div>1.1</div> <div>0.7</div> <div>3.4 NM</div> <div>6.2 NM</div> <div>KYHOM</div> <div>BIRRM</div> <div>5 NM Holding Pattern</div> <div>180° →</div> <div>← 360°</div> <div>3000</div> <div>360°</div> <div>2500</div> <div>GS 3.00°</div> <div>TCH 42</div>			
*LNAV only					
CATEGORY		A	B	C	D
LPV DA		1049-1	250 (300-1)		NA
LNAV MDA		1180-1	381 (400-1)		NA
CIRCLING		1180-1 379 (400-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA

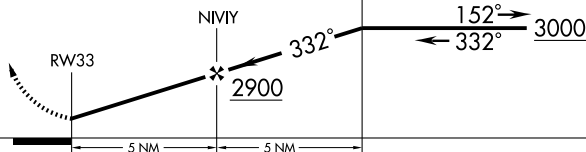
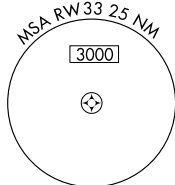
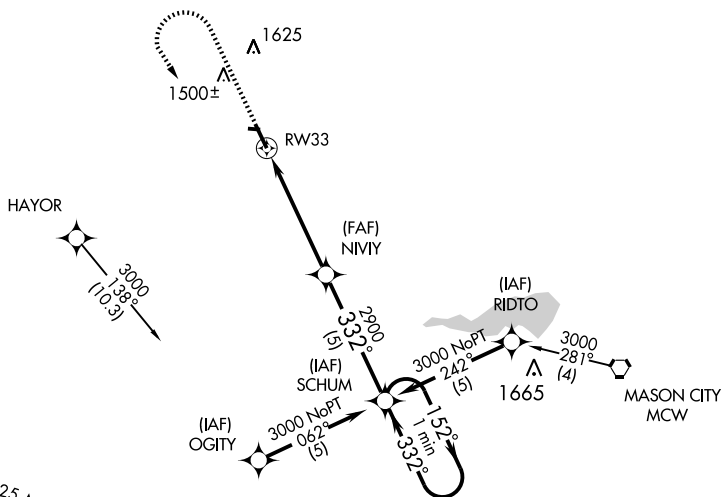
APP CRS	Rwy Idg	5796
332°	TDZE	1206
	Apt Elev	1230

T Use Mason City altimeter setting.
A NA Circling to Rwy 27 not authorized at night.

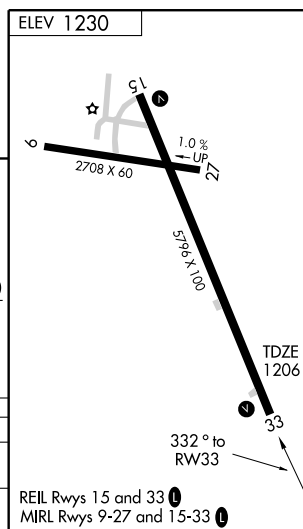
MISSED APPROACH: Climb to 3000, then left turn direct SCHUM WP and hold.

AWOS-3
123.925

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-33	1740-1 534 (600-1)		1740-1½ 534 (600-1½)	1740-2 534 (600-2)
CIRCLING	1740-1 510 (600-1)		1740-1½ 510 (600-1½)	2120-3 890 (900-3)



NDB FXY	APP CRS	Rwy Idg	5796
<u>359</u>	335°	TDZE	1206
		Apt Elev	1230

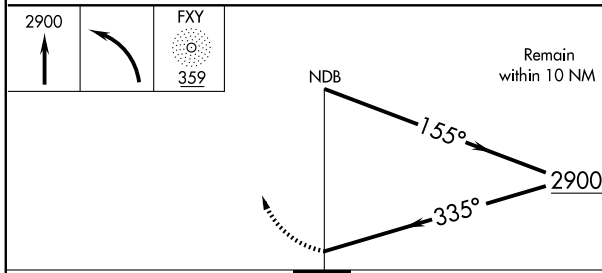
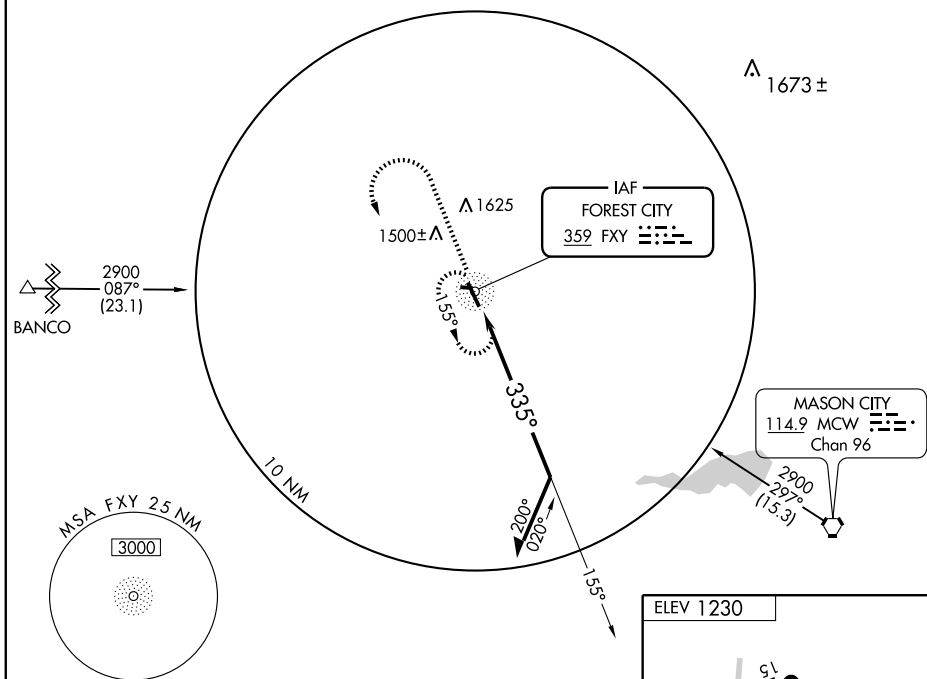
T Use Mason City altimeter setting.
A NA Circling to Rwy 27 not authorized at night.

MISSED APPROACH: Climb to 2900, then left turn direct
FXV NDB and hold.

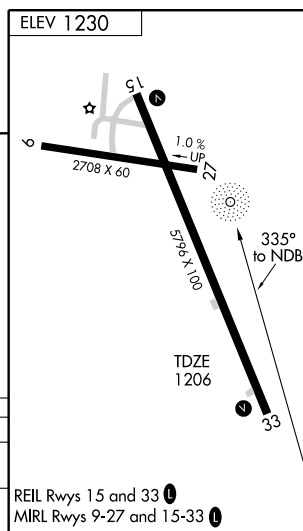
AWOS-3
123.925

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-33	1900-1	694 (700-1)	1900-2 694 (700-2)	1900-2¼ 694 (700-2¼)
CIRCLING	1900-1	670 (700-1)	1900-2 670 (700-2)	2120-3 890 (900-3)



VORTAC MCW 114.9 Chan 96	APP CRS 297°	Rwy Idg TDZE Apt Elev N/A N/A 1230	N/A N/A 1230
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VOR/DME or GPS-A

FOREST CITY MUNI (FXY)

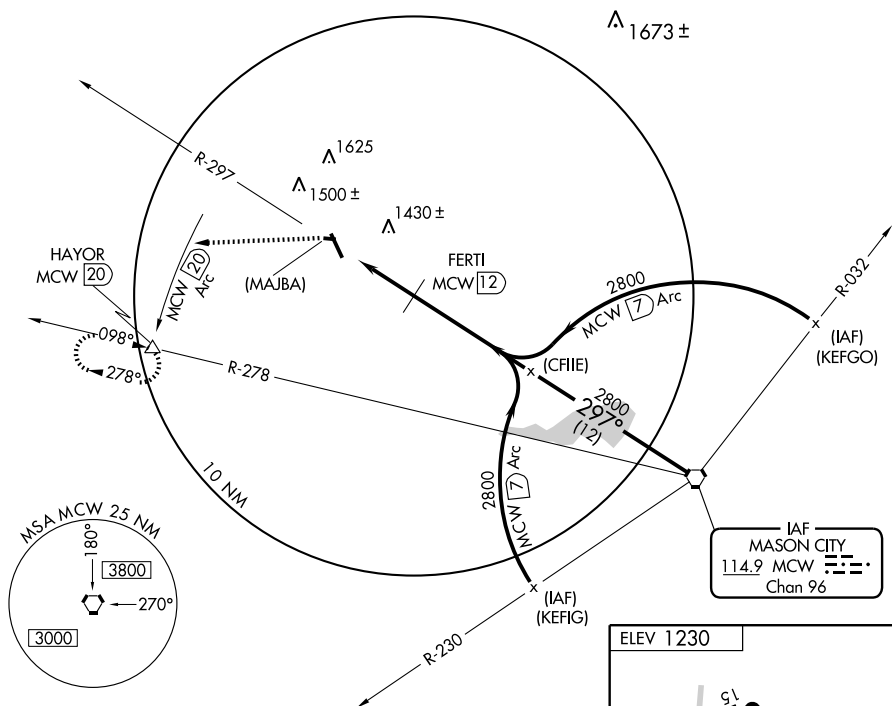
Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

MISSED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc then via MCW 20 DME Arc counterclockwise to HAYOR DME and hold.

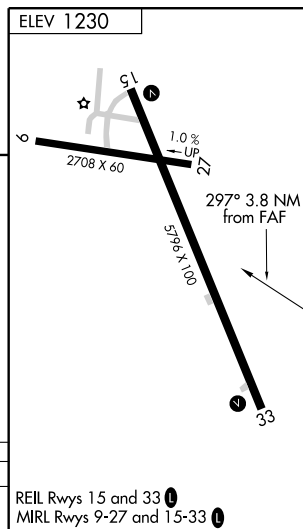
AWOS-3
123.925

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF)



3000 ↑ 260°	MCW 20 ARC	Counter-clockwise	HAYOR △	Procedure Turn NA
<p>FERTI MCW 12</p> <p>(MAJBA) MCW 15.8</p> <p>2800</p> <p>297°</p> <p>3.8 NM</p> <p>12 NM</p>				
CATEGORY	A	B	C	D
CIRCLING	1780-1	550 (600-1)	1780-1½ 550 (600-1½)	2130-3 890 (900-3)

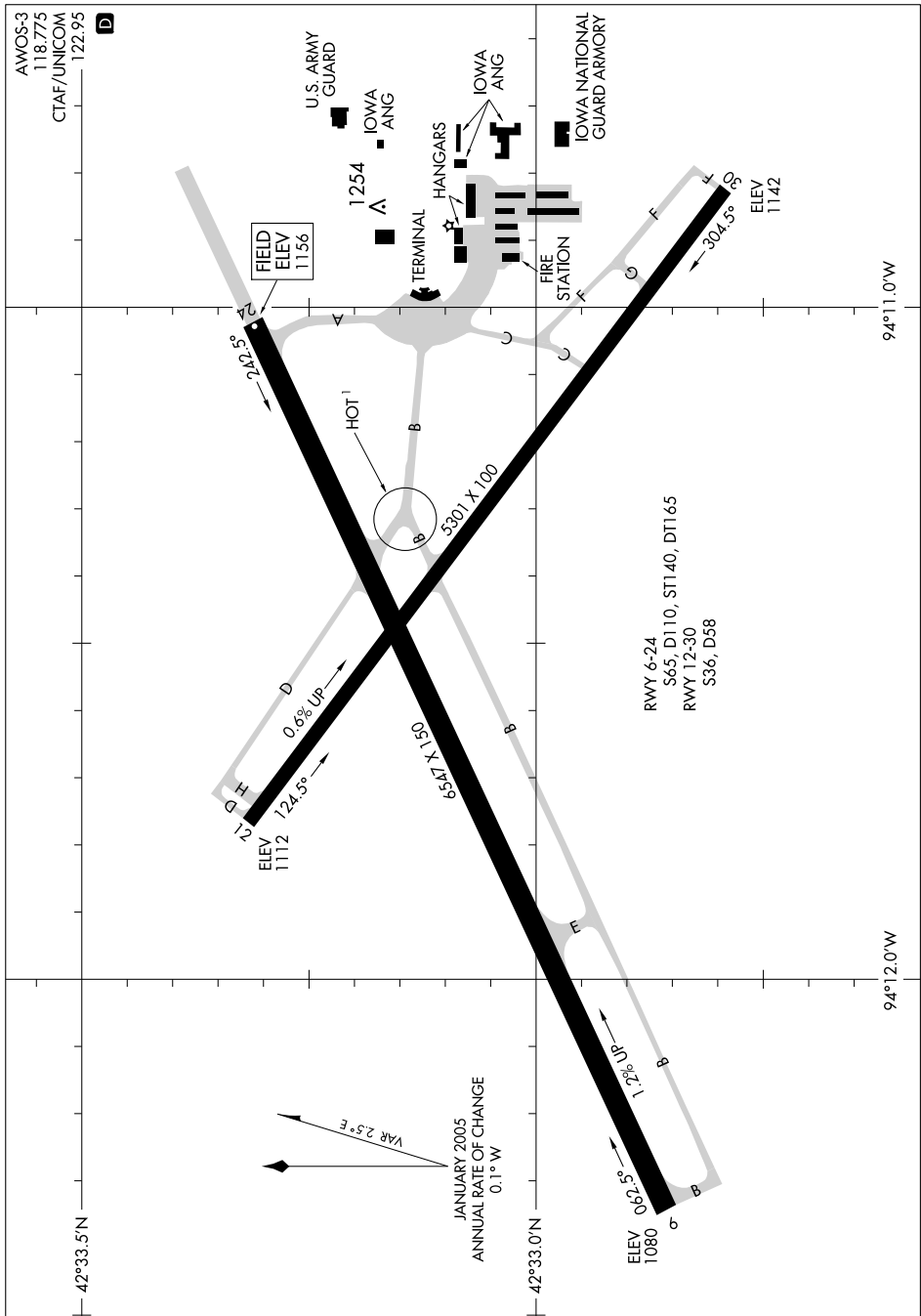


REIL Rwy 15 and 33
MIRL Rwy 9-27 and 15-33

AIRPORT DIAGRAM

AL-976 (FAA)

FORT DODGE RGNL (FOD)
FORT DODGE, IOWA



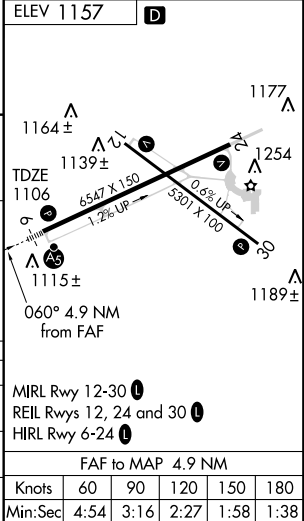
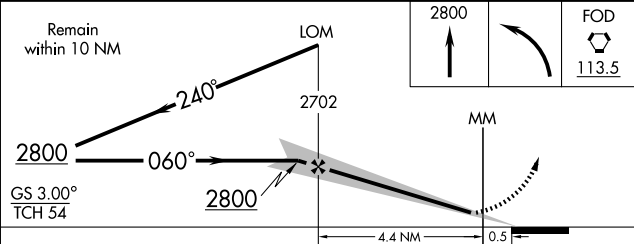
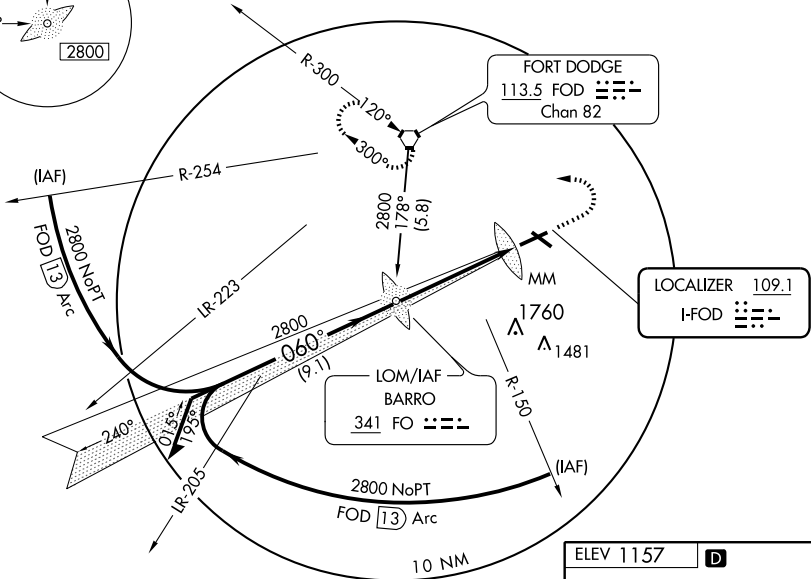
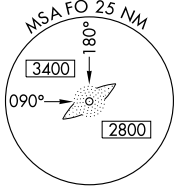
ILS RWY 6
FORT DODGE RGNL (FOD)

LOC I-FOD 109.1	APP CRS 060°	Rwy Idg 6547 TDZE 1106 Apt Elev 1157
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MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 6	1306-½ 200 (200-½)			
S-LOC 6	1520-½ 414 (400-½)	1520-¾ 414 (400-¾)		
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

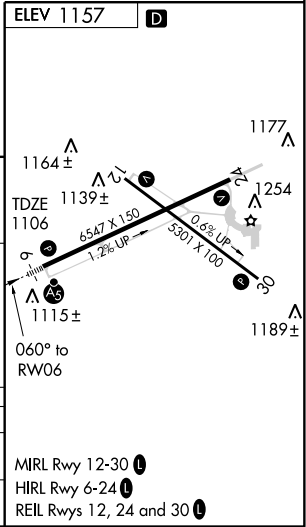
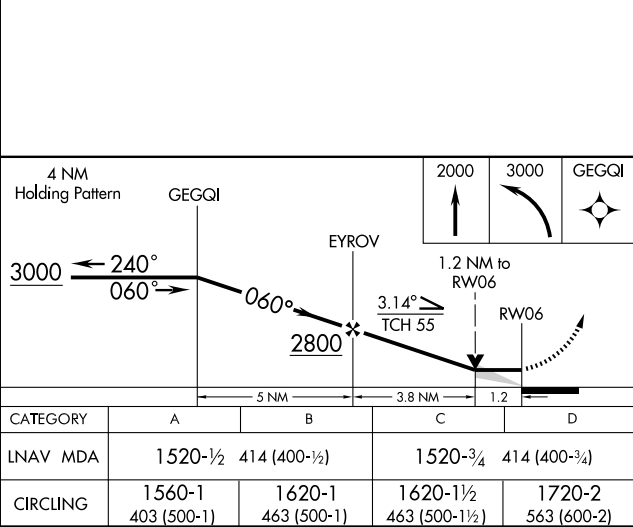
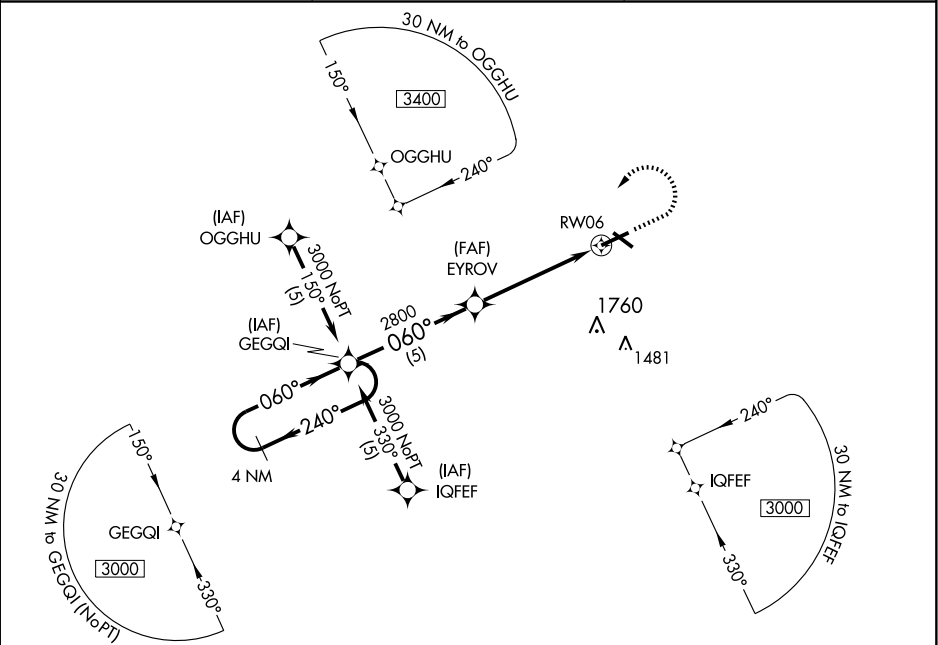
MIRL Rwy 12-30 L					
REIL Rws 12, 24 and 30 L					
HIRL Rwy 6-24 L					
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

APP CRS	Rwy Idg	6547
060°	TDZE	1106
	Apt Elev	1157

RNAV (GPS) RWY 6
FORT DODGE RGNL (FOD)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct GEGQI WP and hold.
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AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF)
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APP CRS	Rwy Idg	5301
122°	TDZE	1128
	Apt Elev	1157

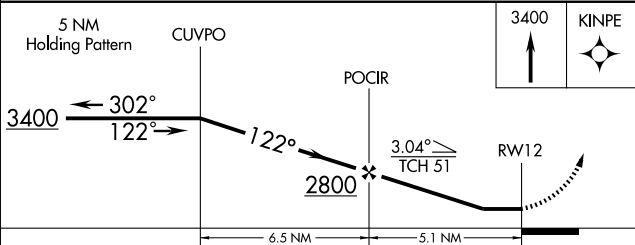
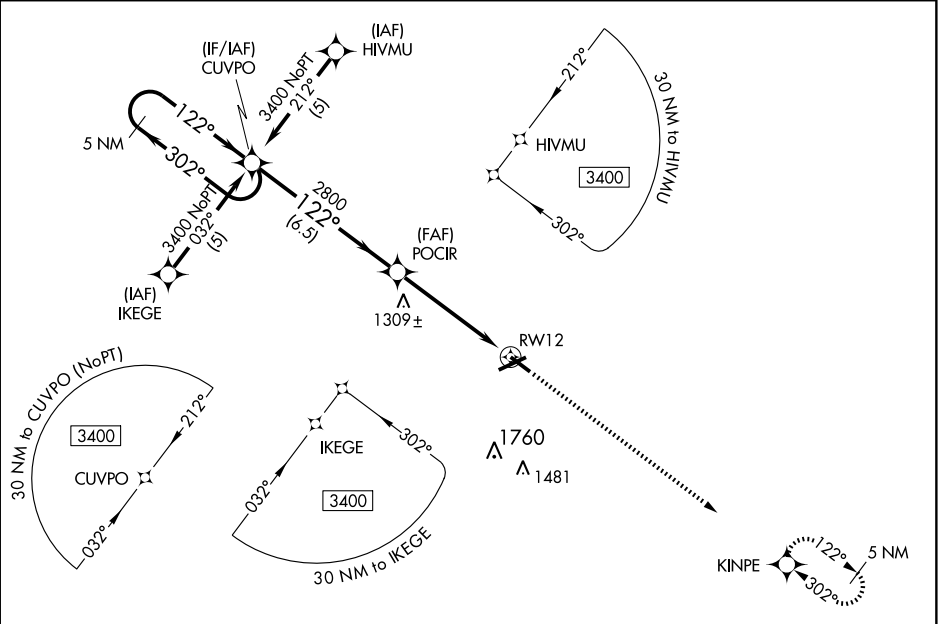
RNAV (GPS) RWY 12

FORT DODGE RGNL (FOD)

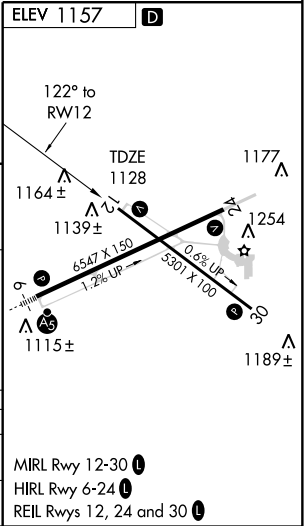
⚠ If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet.
⚠ DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3400 direct KINPE and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) 📶
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CATEGORY	A	B	C	D
LNAV MDA	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)



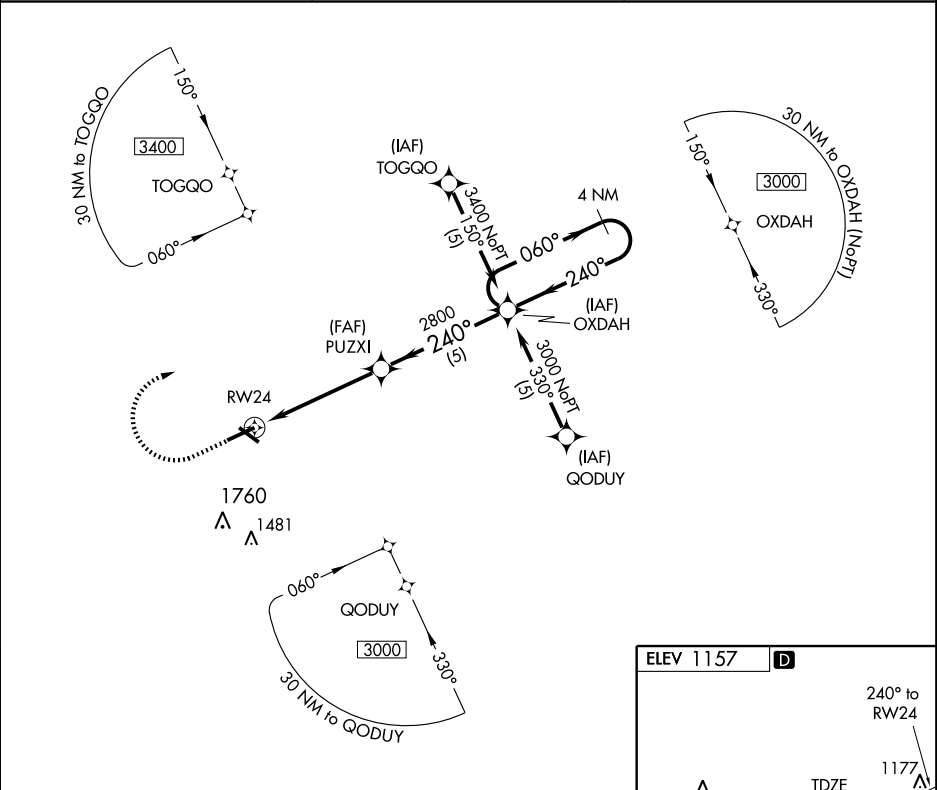
APP CRS	Rwy Idg	6547
240°	TDZE	1157
	Apt Elev	1157

RNAV (GPS) RWY 24

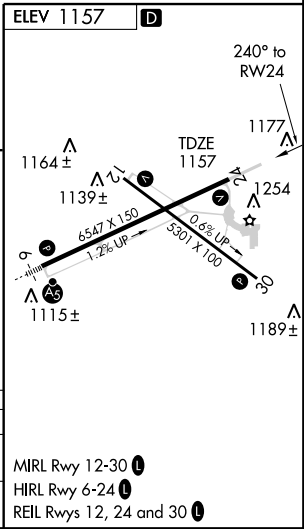
FORT DODGE RGNL (FOD)

⚠ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OXDAH WP and hold.
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AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) Ⓛ
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	2000	3000	OXDAH
	↑	↷	✦
	1 NM to RW24		
	RW24	PUZXI	OXDAH
	1 NM	4 NM	5 NM
	1560-1	1620-1	1620-1½
	403 (500-1)	463 (500-1)	463 (500-1½)
	1520-1	363 (400-1)	1520-1¼
			363 (400-1¼)
	1560-1	1620-1	1720-2
	403 (500-1)	463 (500-1)	563 (600-2)



APP CRS	Rwy Idg	5301
302°	TDZE	1142
	Apt Elev	1157

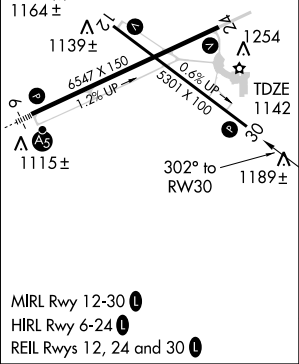
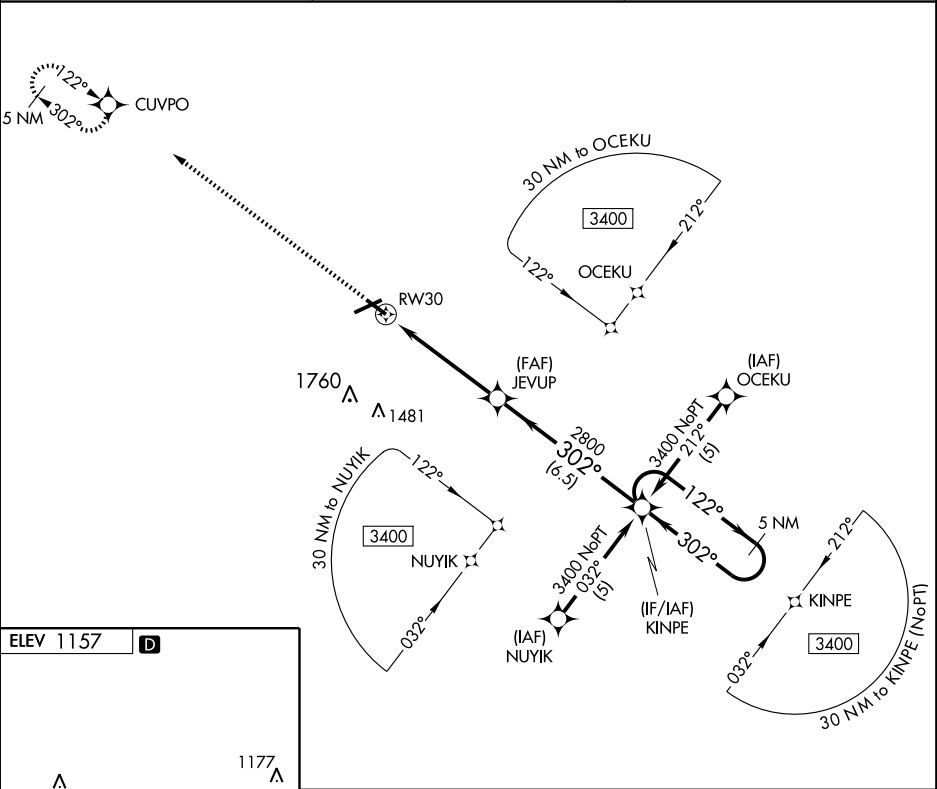
RNAV (GPS) RWY 30



FORT DODGE RGNL (FOD)

⚠ If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3400 direct CUVPO and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) 1
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3400 ↑	CUVPO 				
		JEVUP * 2800	KINPE	5 NM Holding Pattern	
RW30		≤ 3.04° TCH 39	302°	122° →	← 302° 3400
5 NM		6.5 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1520-1 378 (400-1)				1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)	

VORTAC FOD <u>113.5</u> Chan 82	APP CRS 300°	Rwy Idg 5301 TDZE 1142 Apt Elev 1157
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VOR/DME RWY 30
FORT DODGE RGNL (FOD)

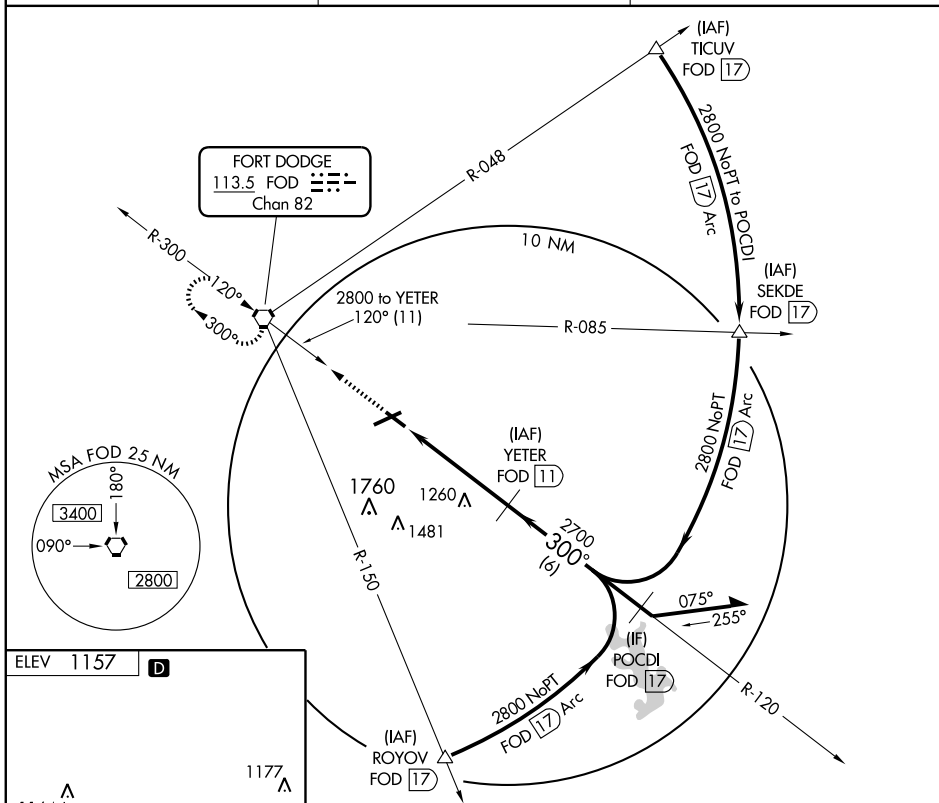
T	If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.
A	

MISSED APPROACH: Climb to 2800 direct FOD VORTAC and hold.

AWOS-3
118.775

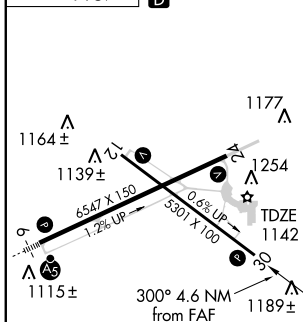
MINNEAPOLIS CENTER
134.0 288.3


UNICOM
122.95 (CTAF) **L**



ELEV	1157
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D



2800	FOD  113.5
------	---

YETER
FOD 11

Remain
within 10 NM

2800

FOD

$$\frac{\angle 3}{\angle 3}$$

CATEGORY	A	B	C	D
S-30	1520-1 378 (400-1)			1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 **L**
REIL Rwy 12, 24 and 30 **L**
HIRL Rwy 6-24 **L**

VORTAC BRL
111.4
Chan 51

APP CRS
253°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
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31	100	100
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99	100	100
100	100	100

N/A
N/A
724

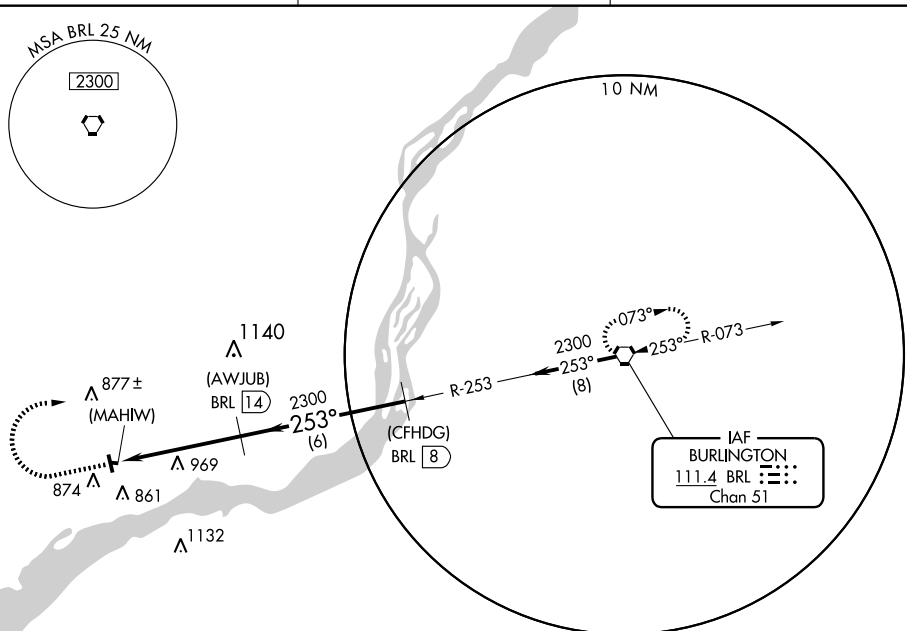
VOR/DME or GPS-A
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then right turn direct BRL VORTAC and hold.

AWOS-3
120,925

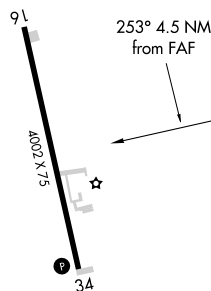
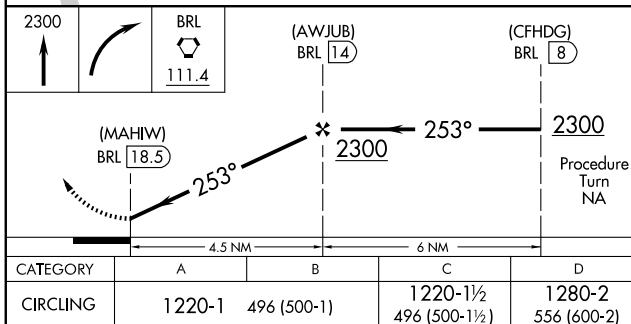
CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) **L**



NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 724



REIL Rwy 34 **L**
MIRL Rwy 16-34 **L**

VORTAC BRL 111.4 Chan 51	APP CRS 161°	Rwy Idg TDZE Apt Elev	4002 713 724
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VOR/DME RNAV or GPS RWY 16

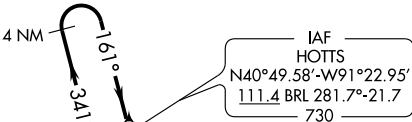
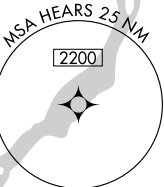
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then left turn direct HOTTs WP and hold.

AWOS-3
120.925

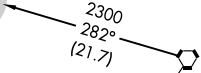
CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF)

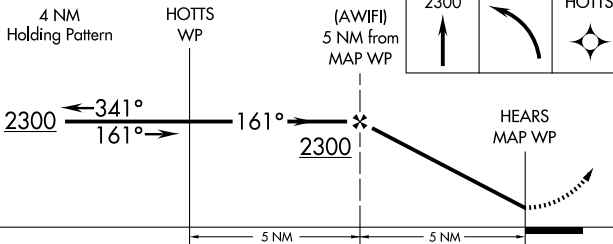
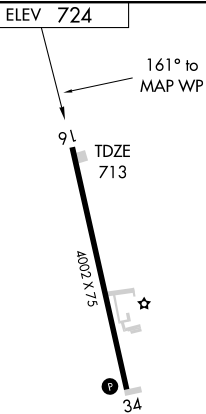


(FAF)
(AWIFI)
5 NM from MAP WP
N40°44.72'-W91°21.35'

MAP
HEARS
N40°39.87'-W91°19.76'
111.4 BRL 254.3°-18.8
730



BURLINGTON
111.4 BRL
Chan 51



CATEGORY	A	B	C	D
S-16	1180-1	467 (500-1)	1180-1¼ 467 (500-1¼)	1180-1½ 467 (500-1½)
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)

REIL Rwy 34
MIRL Rwy 16-34

VORTAC BRL 111.4 Chan 51	APP CRS 353°	Rwy Idg TDZE Apt Elev	4002 720 724
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VOR/DME RNAV or GPS RWY 34

FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then right turn direct
DRIBS WP and hold.

AWOS-3
120.925

CHICAGO CENTER
135.6 316.1

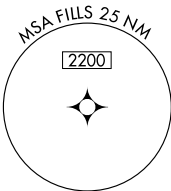
UNICOM
122.8 (CTAF) **0**

BURLINGTON
111.4 BRL
Chan 51

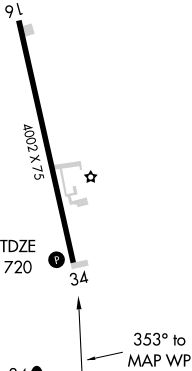
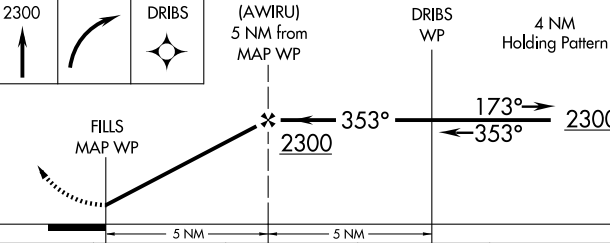
MAP
FILLS
N40°39.23'-W91°19.57'
111.4 BRL 252.3°-18.7
730

(FAF)
(AWIRU)
5 NM from MAP WP
N40°34.23'-W91°19.34'

IAF
DRIBS
N40°29.23'-W91°19.11'
111.4 BRL 226.8°-22.9
730



ELEV **724**



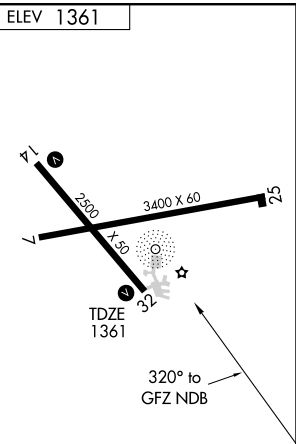
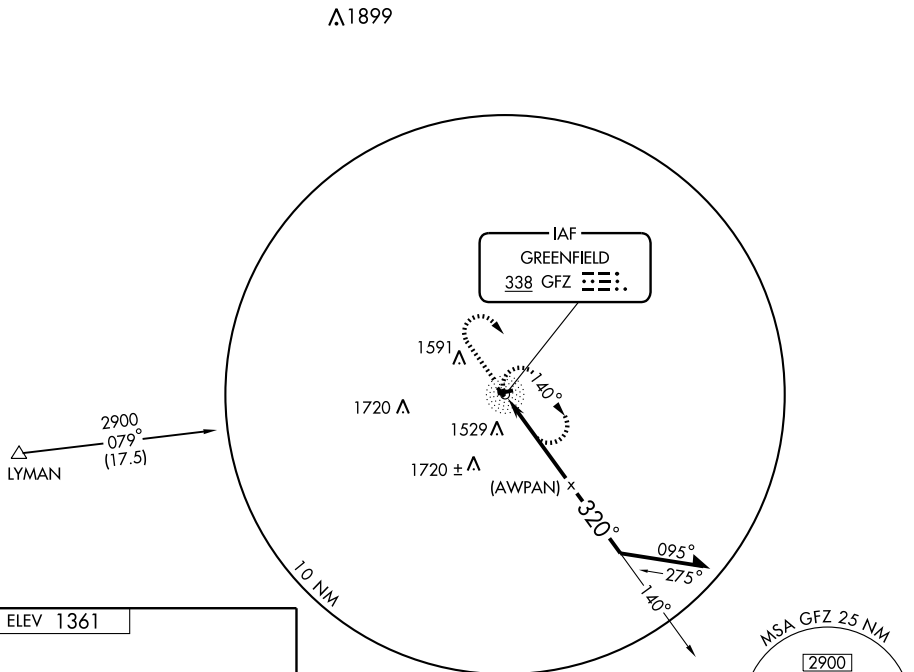
CATEGORY	A	B	C	D
S-34	1300-1	580 (600-1)	1300-1½ 580 (600-1½)	1300-1¾ 580 (600-1¾)
CIRCLING	1300-1	576 (600-1)	1300-1½ 576 (600-1½)	1300-2 576 (600-2)



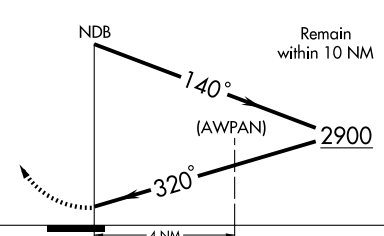
REIL Rwy 34
MIRL Rwy 16-34

NDB GFZ	APP CRS	Rwy Idg	2500
338	320°	TDZE	1361
		Apt Elev	1361

NDB or GPS RWY 32
GREENFIELD MUNI (GFZ)

Use Creston altimeter setting; if not received, use Des Moines altimeter setting and increase all MDA's 80 feet.	MISSED APPROACH: Climb to 2900 then right turn direct GFZ NDB and hold.
MINNEAPOLIS CENTER 125.65 306.950	(CTAF) 122.9



2900		GFZ  <u>338</u>				
CATEGORY	A	B	C	D		
S-32	2000-1	639 (700-1)	NA			
CIRCLING	2000-1	639 (700-1)	NA			

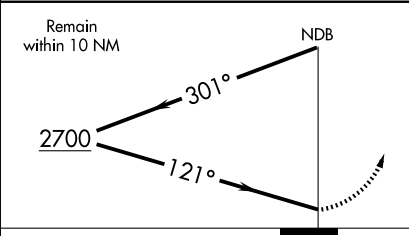
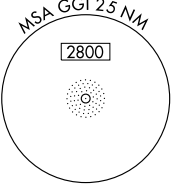
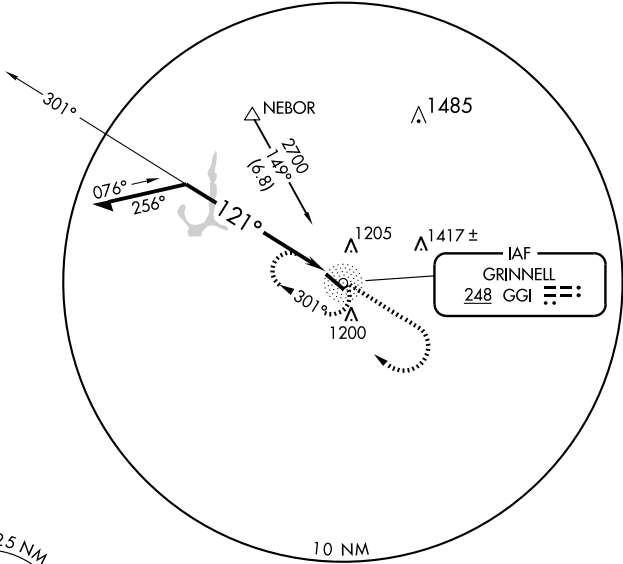
NDB RWY 13
GRINNELL RGNL (GGI)

NDB GGI 248	APP CRS 121°	Rwy Idg TDZE Apt Elev	5000 1005 1008
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When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn direct GGI NDB and hold.

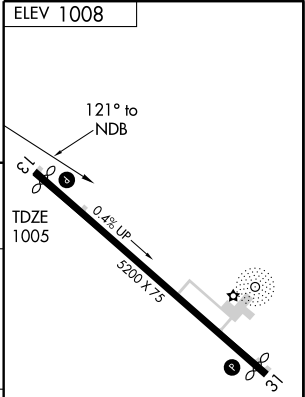
AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF)
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ELEV 1008

2700

GGI
248



CATEGORY	A	B	C	D
S-13	1620-1 615 (700-1)		1620-1¾ 615 (700-1¾)	NA
CIRCLING	1620-1 612 (700-1)		1620-1¾ 612 (700-1¾)	NA

REIL Rwy 13 and 31
MIRL Rwy 13-31

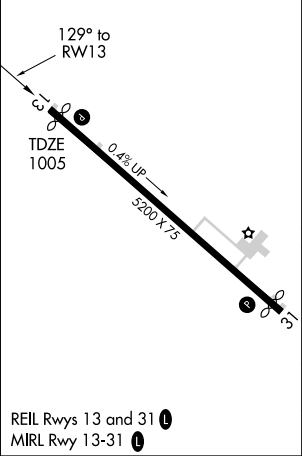
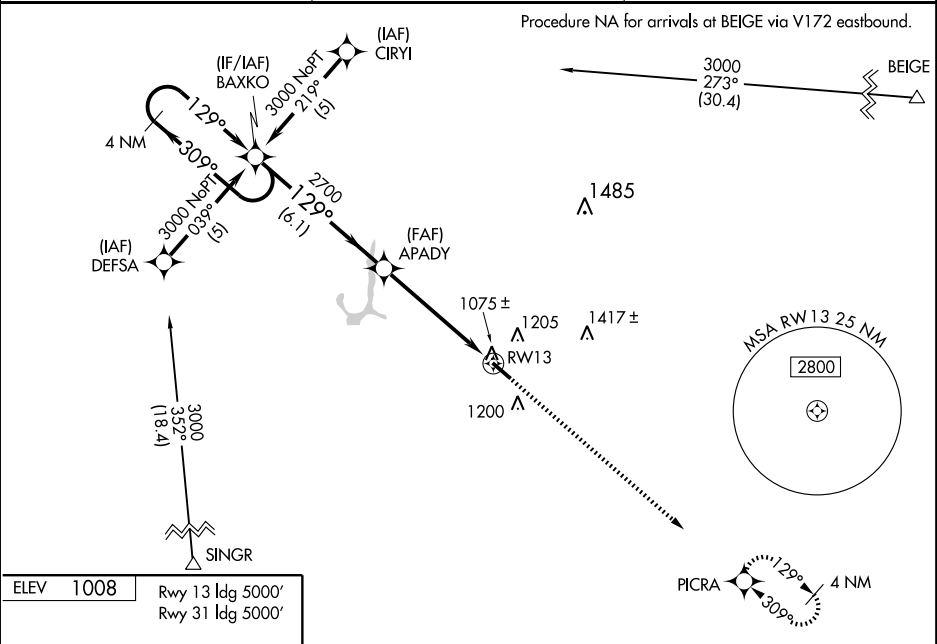
WAAS CH 58107 W13A	APP CRS 129°	Rwy Idg TDZE Apt Elev	5000 1005 1008
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RNAV (GPS) RWY 13
GRINNELL RGNL (GGI)

⚠ When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Newton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PICRA and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern					3000	PICRA
3000 ← 309° → 129° → 129° → APADY						
GS 3.00° TCH 34						
6.1 NM 5.2 NM						
CATEGORY	A	B	C	D		
LPV DA	1284-1 279 (300-1)			NA		
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA		
LNAV MDA	1480-1	475 (500-1)	1480-1¼ 475 (500-1¼)	NA		
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA		

When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.

Visibility reduction by helicopters NA.

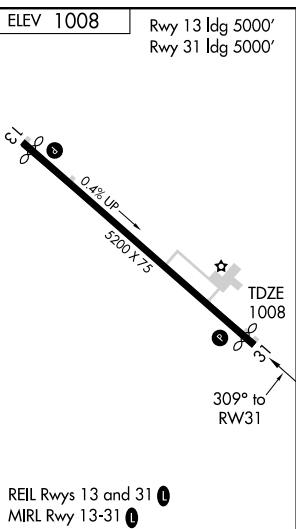
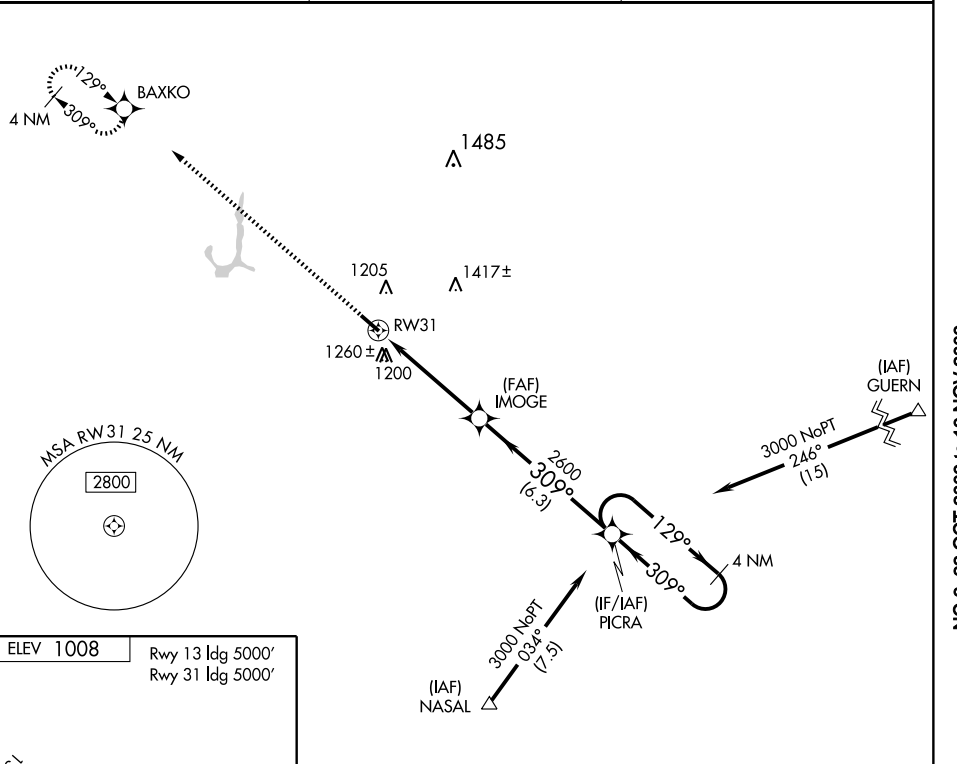
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

AWOS-3
120.725

CHICAGO CENTER
127.05 319.8

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at NASAL via V6-8 westbound.

3000	BAXKO	VGS1 and descent angles not coincident.			
CATEGORY	A	B	C	D	
LNAV MDA	1560-1	552 (600-1)	1560-1½ 552 (600-1½)	NA	
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA	

NC-3, 22 OCT 2009 to 19 NOV 2009

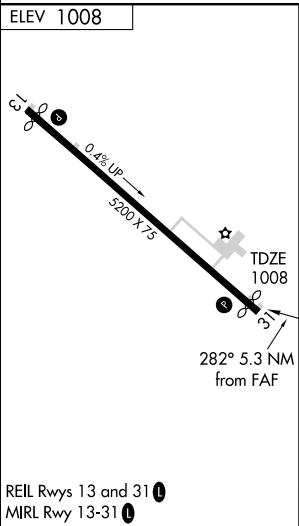
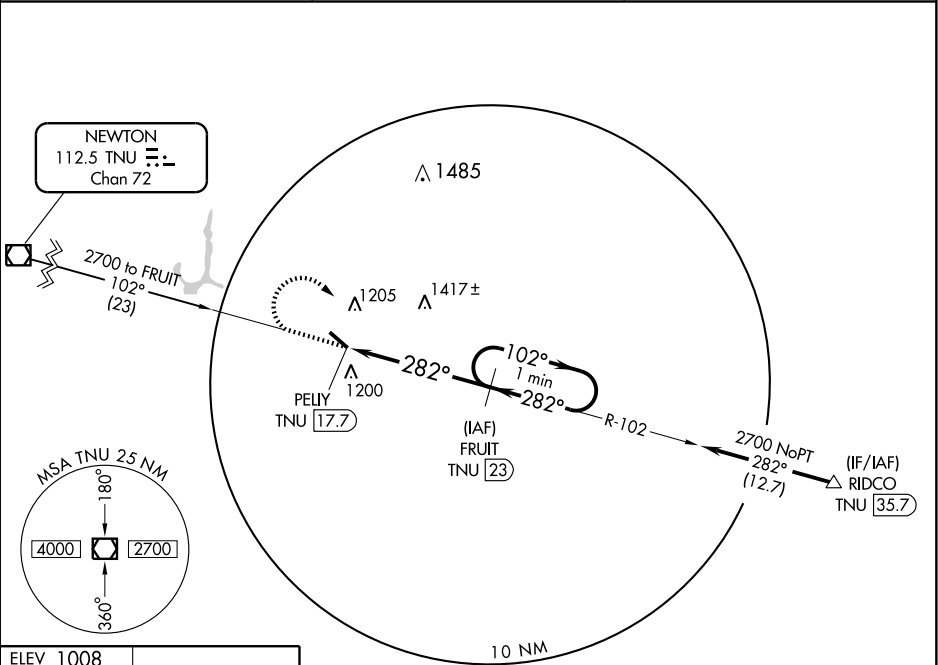
VOR/DME TNU 112.5 Chan 72	APP CRS 282°	Rwy Idg TDZE Apt Elev	5000 1008 1008
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VOR/DME RWY 31
GRINNELL RGNL (GGI)


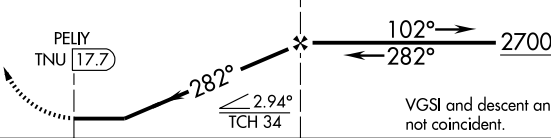
⚠ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at RIDCO via V294 northeast bound.

2700 ↑	 TNU R-102	FRUIT TNU <u>23</u>	FRUIT TNU <u>23</u>	One Minute Holding Pattern
				
CATEGORY	A	B	C	D
S-31	1680-1	672 (700-1)	1680-2 672 (700-2)	NA
CIRCLING	1680-1	672 (700-1)	1680-2 672 (700-2)	NA

APP CRS	Rwy Idg	3400
357°	TDZE	1221
	Apt Elev	1221

GPS RWY 36

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

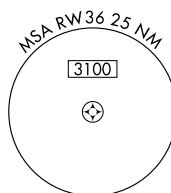
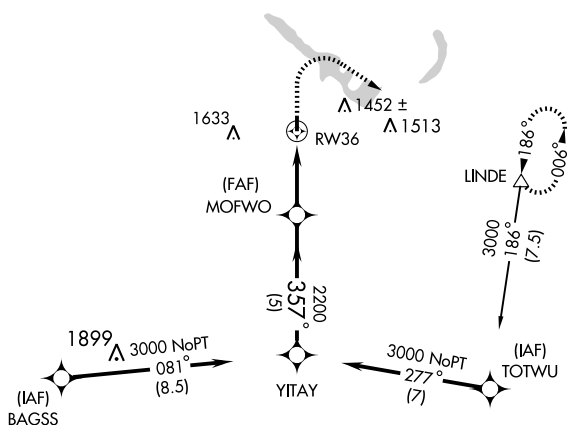
Use Audubon County altimeter setting.

A NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 5500 direct LINDE Int and hold.

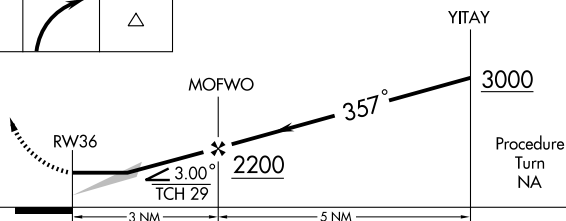
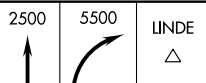
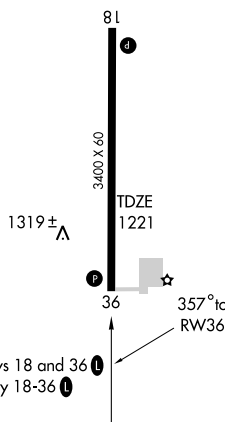
DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) **L**



NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 1221



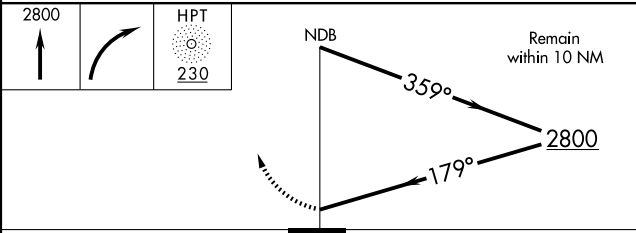
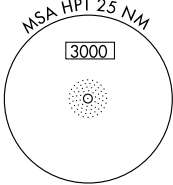
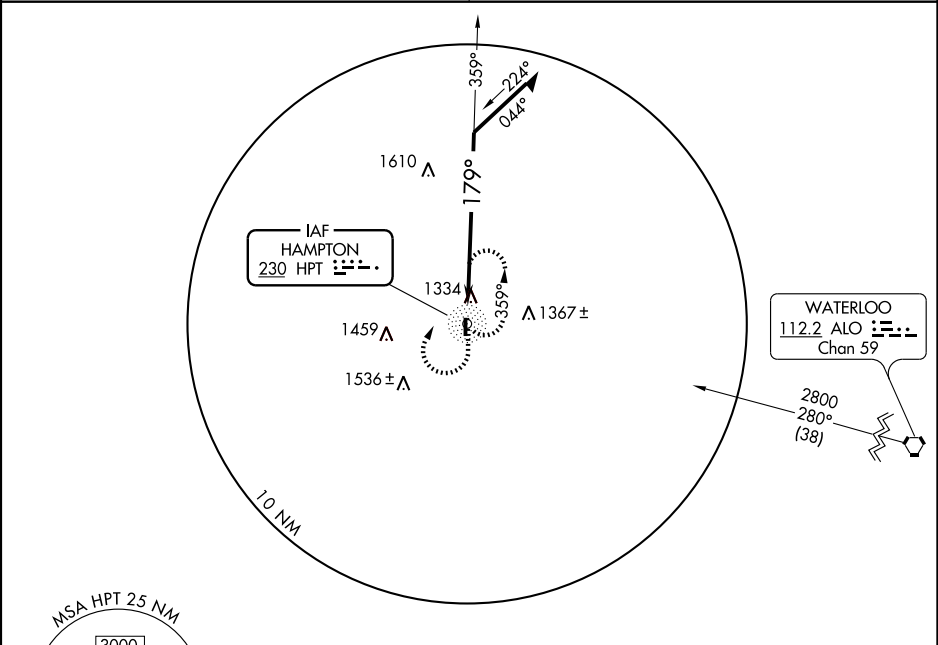
CATEGORY	A	B	C	D
S-36	1640-1	419 (500-1)		NA
CIRCLING	1720-1	499 (500-1)		NA

NDB RWY 17
HAMPTON MUNI (HPT)

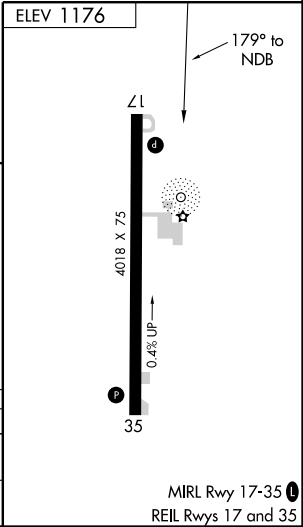
NDB HPT 230	APP CRS 179°	Rwy Idg TDZE Apt Elev	4018 1176 1176
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Use Mason City altimeter setting.	MISSED APPROACH: Climb to 2800 then right turn direct HPT NDB and hold.
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MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	2080-1¼ 904 (1000-1¼)		NA	
CIRCLING	2080-1¼ 904 (1000-1¼)		NA	



RNAV (GPS) RWY 17
HAMPTON MUNI (HPT)

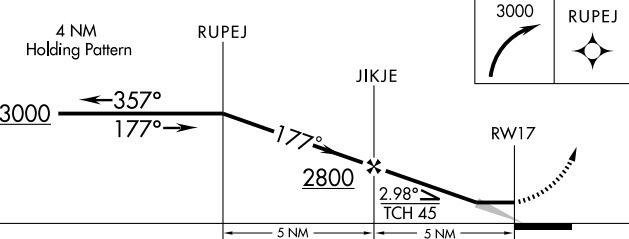
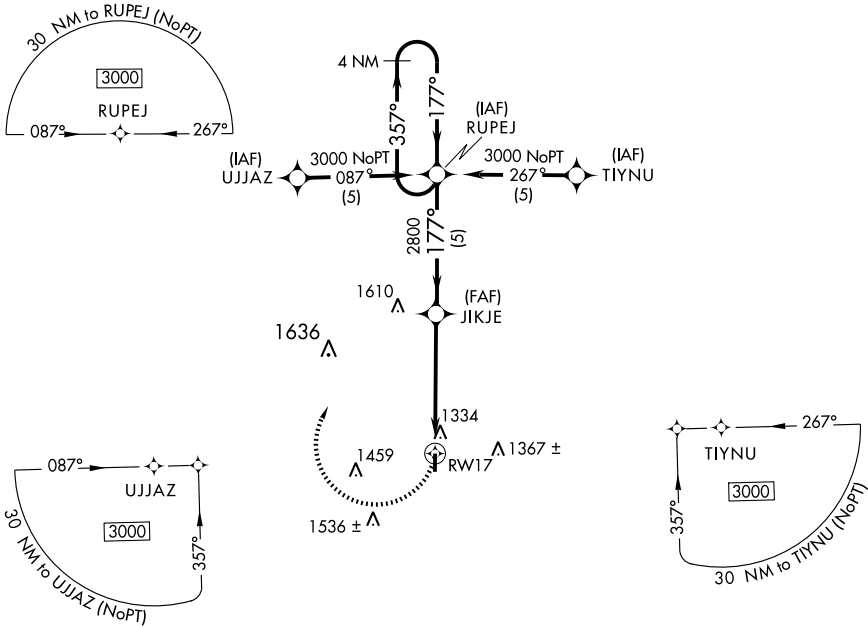
APP CRS	Rwy Idg	4018
177°	TDZE	1176
	Apt Elev	1176

▼ Use Mason City altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

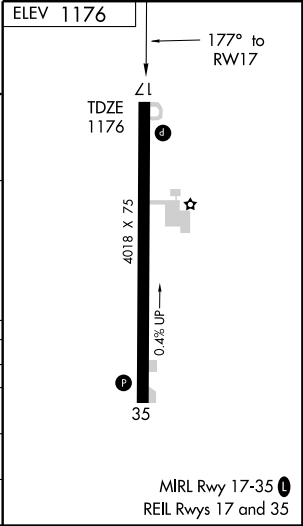
MISSED APPROACH: Climbing right turn to 3000 direct RUPEJ WP and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0



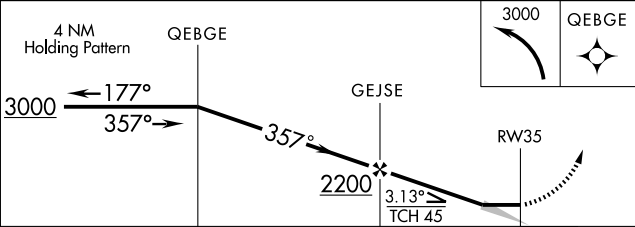
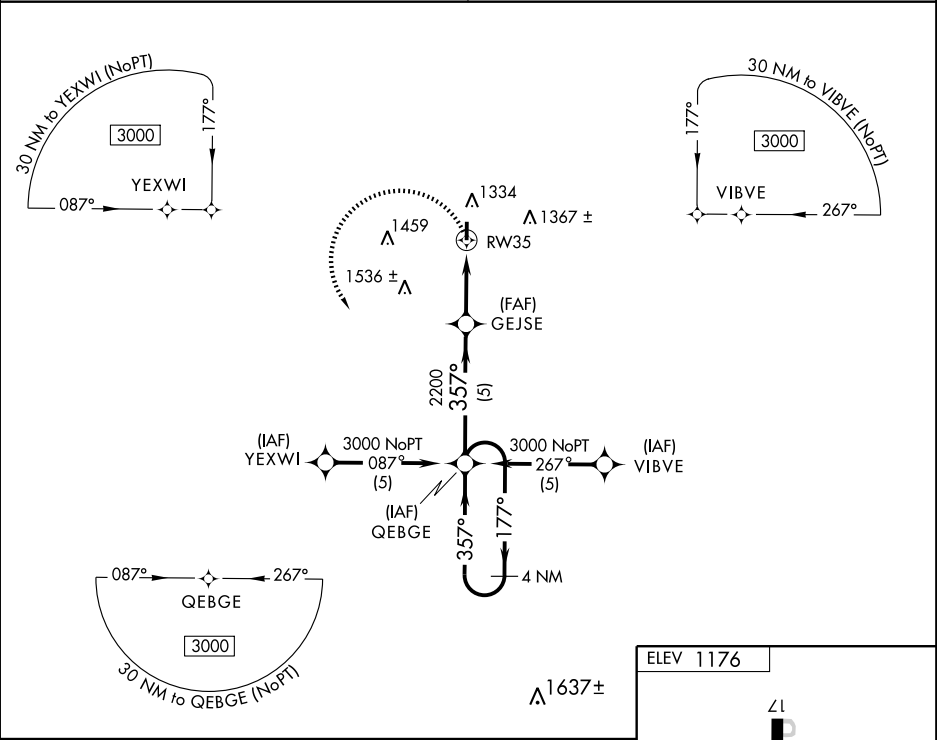
CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/VNAV DA			NA	
LNAV MDA	1660-1	484 (500-1)		NA
CIRCLING	1740-1 564 (600-1)	1860-1 684 (700-1)		NA



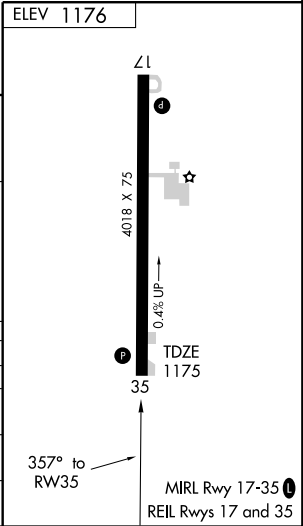
RNAV (GPS) RWY 35
HAMPTON MUNI (HPT)

APP CRS	Rwy Idg	4018
357°	TDZE	1175
	Apt Elev	1176

<div><div>▼</div><div>NA</div></div> <div>Use Mason City altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.</div>	MISSED APPROACH: Climbing left turn to 3000 direct QEBGE WP and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0



CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/ VNAV DA			NA	
LNAV MDA	1880-1	705 (800-1)		NA
CIRCLING	1880-1	704 (800-1)		NA



VORTAC MCW
114.9
Chan **96**

APP CRS
343°

Rwy Idg **4018**
TDZE **1175**
Apt Elev **1176**

VOR/DME RWY 35
HAMPTON MUNI (HPT)

NA

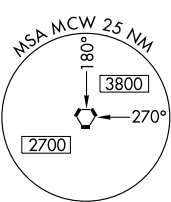
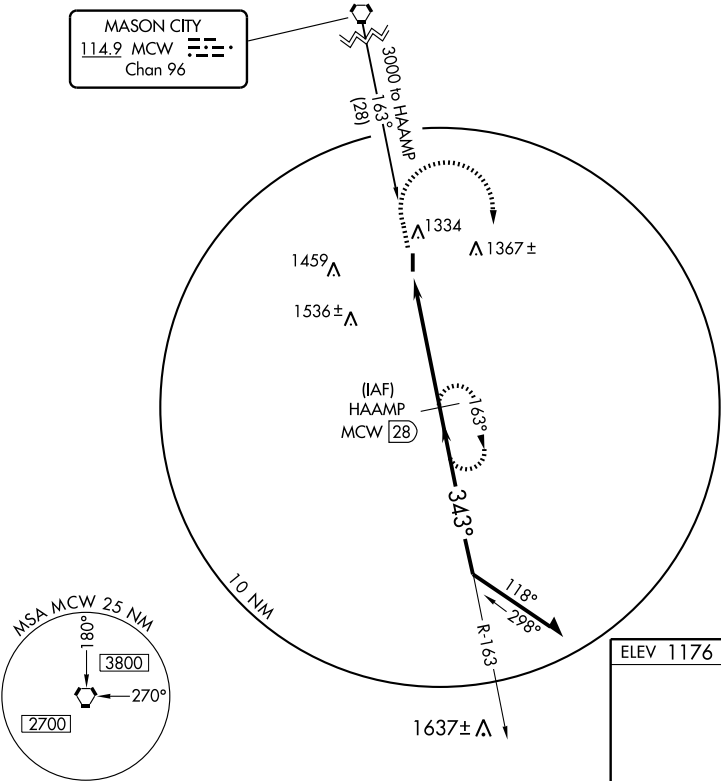
Use Mason City alimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF)

MASON CITY
114.9 MCW Chan 96



3000

MCW R-163 114.9

HAAMP MCW 28

Remain within 10 NM

MCW 23

343°

3000

$\leq 3.42^\circ$

TCH 40

VGSI and descent angles not coincident.

5 NM

CATEGORY	A	B	C	D
S-35	1880-1 705 (800-1)	1880-1¼ 705 (800-1¼)	NA	
CIRCLING	1880-1 704 (800-1)	1880-1¼ 704 (800-1¼)	NA	

ELEV 1176

REIL Rws 17 and 35

MIRL Rwy 17-35

35

4018 X 75

0.4% UP

TDZE 1175

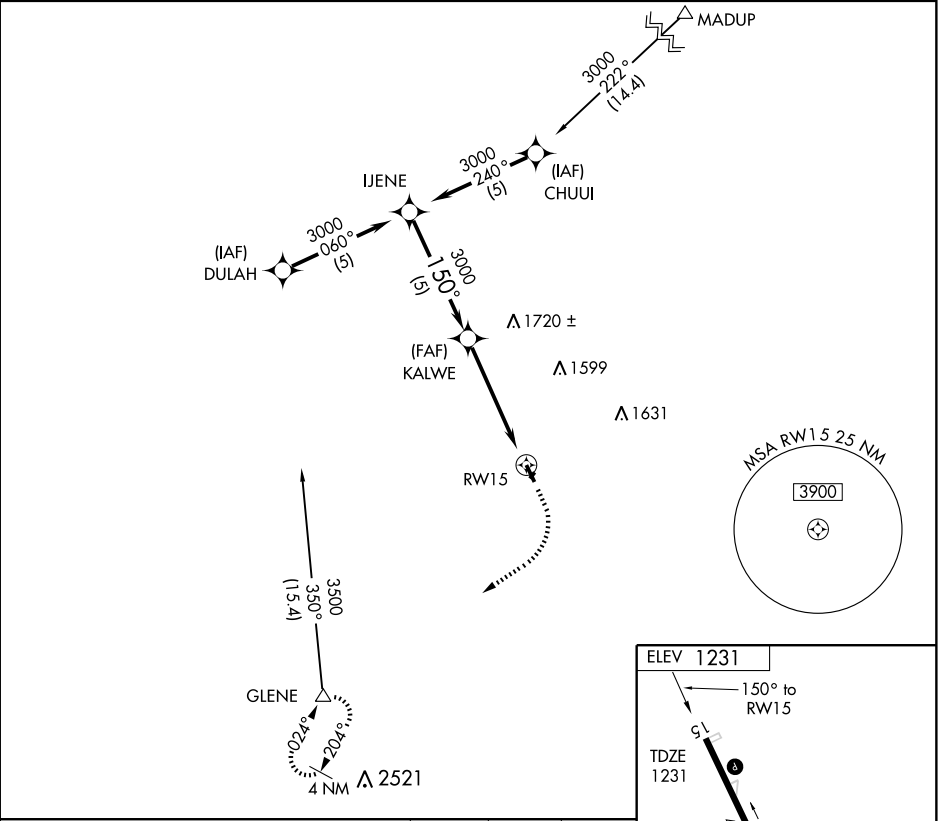
343° 5 NM from FAF

APP CRS	Rwy Idg	4100
150°	TDZE	1231
	Apt Elev	1231

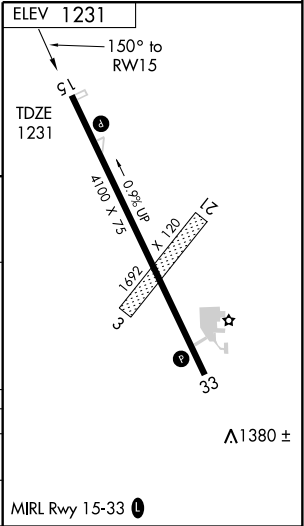
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.

AWOS-3 118.325	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF)
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	IJENE	KALWE	2000	3600	GLENE
	VGSI and descent angle not coincident.				
	5 NM 5 NM				
CATEGORY	A	B	C	D	
S-15	1780-1	549 (600-1)	NA		
CIRCLING	1780-1	549 (600-1)	NA		



APP CRS	Rwy Idg	4100
330°	TDZE	1215
	Apt Elev	1231

GPS RWY 33
HARLAN MUNI (HNR)

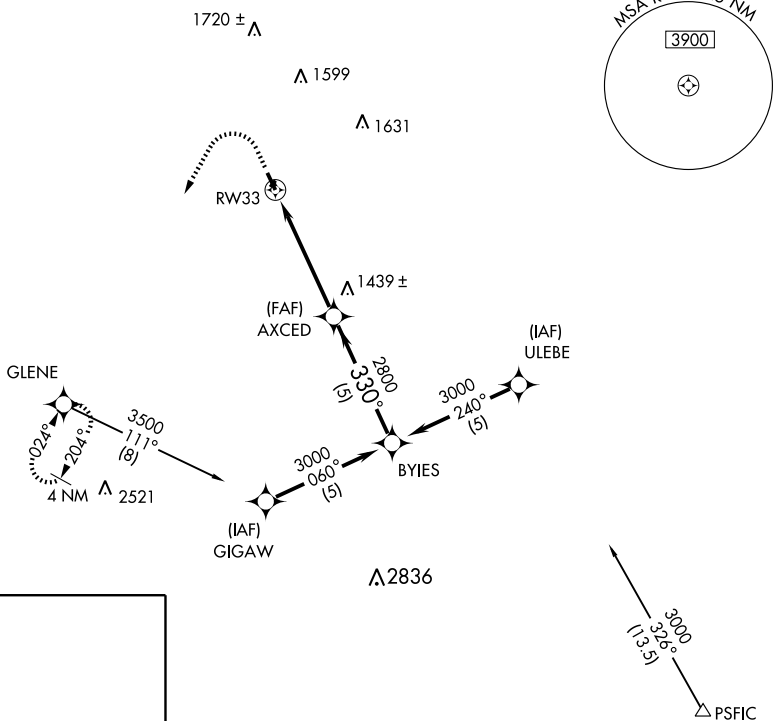


MISSED APPROACH: Climb to 2000, then climbing left turn to 3500 direct GLENE WP and hold.

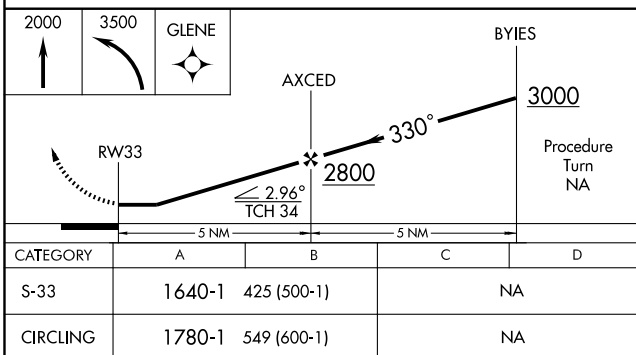
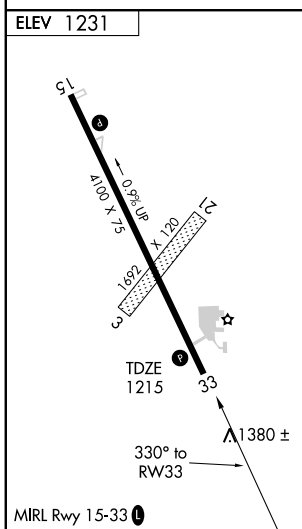
AWOS-3
118.325

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) **L**

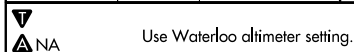


NC-3, 22 OCT 2009 to 19 NOV 2009



NDB IIB	APP CRS	Rwy Idg	5500
<u>206</u>	186°	TDZE	977
		Apt Elev	978

NDB or GPS RWY 17

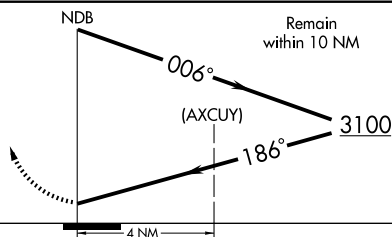
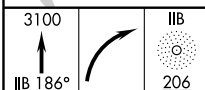
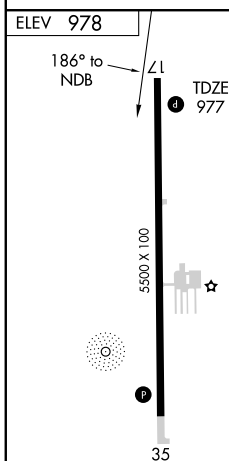
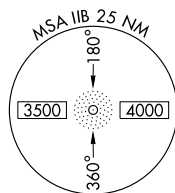
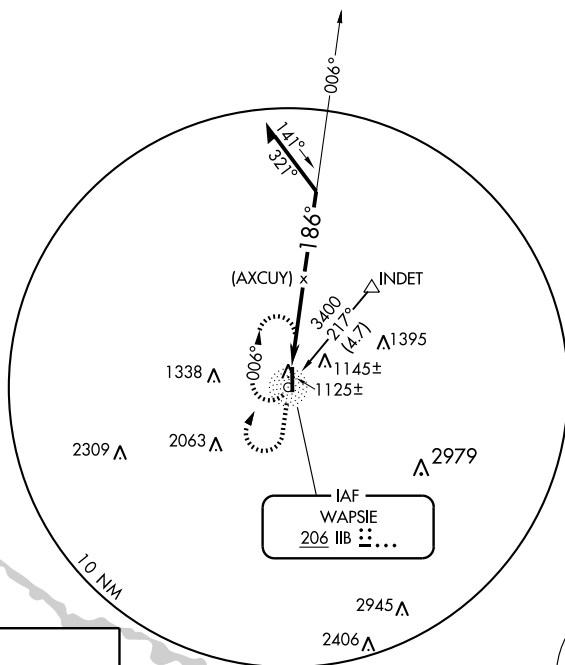


MISSED APPROACH: Climb to 3100 via IIB 186° bearing then right turn direct IIB NDB and hold.

AWOS-3
120.825

WATERLOO APP CON ★
118.9 251.15

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-17	1640-1	663 (700-1)	1640-1 $\frac{3}{4}$ 663 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1640-1	663 (700-1)	1640-1 $\frac{3}{4}$ 663 (700-1 $\frac{3}{4}$)	NA

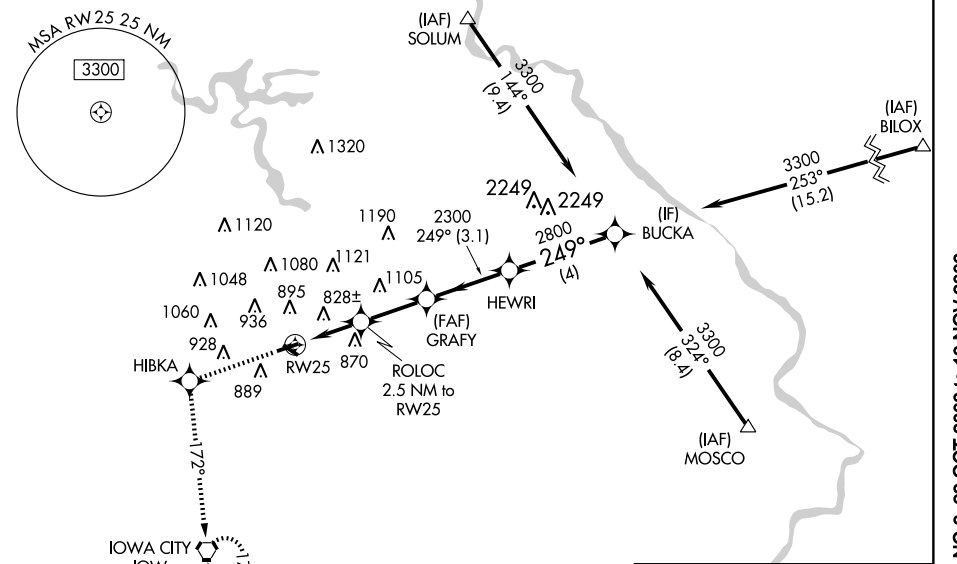
▼

▲

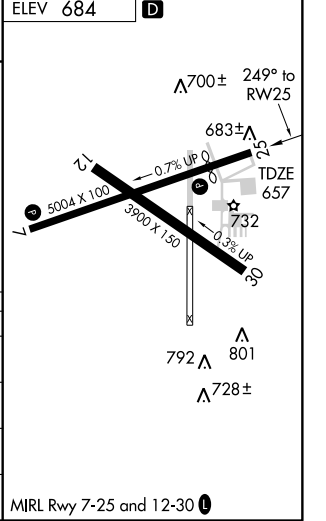
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all Cats visibility ½ mile, increase all MDA 80 feet.
Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 2600 direct HIBKA and via 172° track to IOW VORTAC and hold.

ASOS 128.075	CEDAR RAPIDS APP CON★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0★
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2600	HIBKA	172° track	IOW	BUCKA
↑	✧	→	⬢	
*LNAV only				
RW25 2.5 NM to ROLOC 1.6 NM to RW25				
1.6 NM 0.9 NM 2.5 NM 3.1 NM 4 NM				
CATEGORY	A	B	C	D
LPV DA	1051-1½	394 (400-1½)		NA
LNAV/VNAV DA	1161-1¾	504 (500-1¾)		NA
LNAV MDA	1200-1	543 (600-1)		NA
CIRCLING	1260-1	576 (600-1)		NA



NC-3, 22 OCT 2009 to 19 NOV 2009

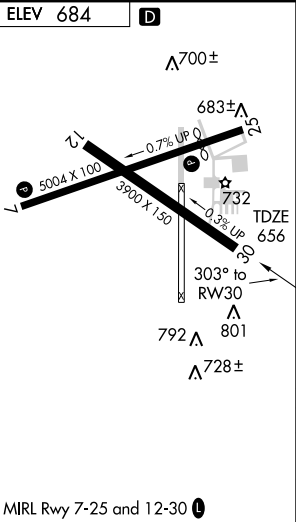
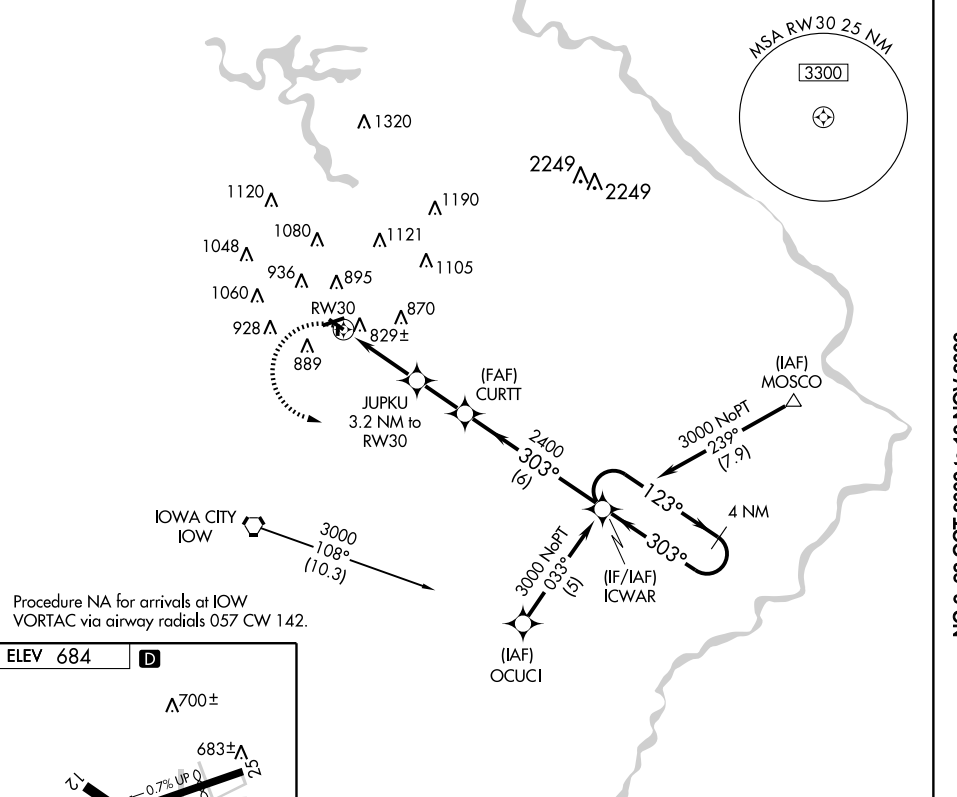
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0 ★
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<div><div>3000</div><div></div></div>		<div><div>ICWAR</div><div>4 NM Holding Pattern</div></div>		
<div><div></div><div>RW30</div></div>		<div><div><div>JUPKU 3.2 NM to RW30</div><div></div><div>CURT</div><div>ICWAR</div></div><div><div>1720</div><div>2400</div><div>3000</div></div><div><div>3.2 NM</div><div>2.1 NM</div><div>6 NM</div></div></div>		
CATEGORY	A	B	C	D
LNAV MDA	1100-1 444 (500-1)		NA	
CIRCLING	1260-1 576 (600-1)		NA	

NC-3: 22 OCT 2009 to 19 NOV 2009

NDB IFA 368	APP CRS 330°	Rwy Idg TDZE Apt Elev	4001 1137 1137
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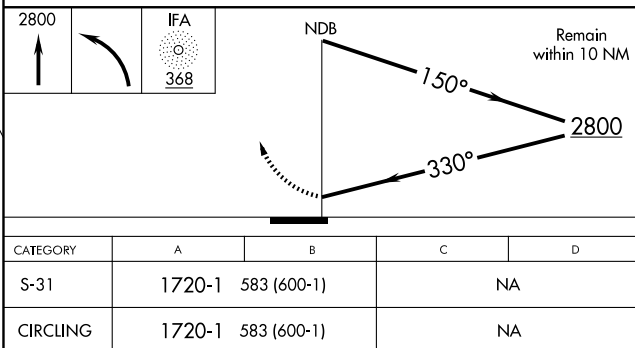
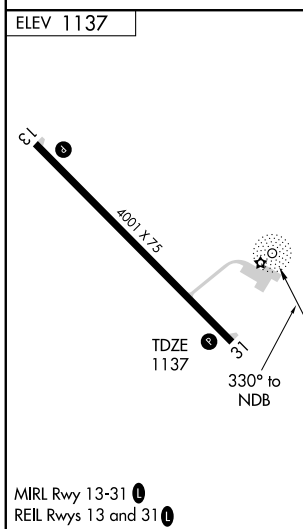
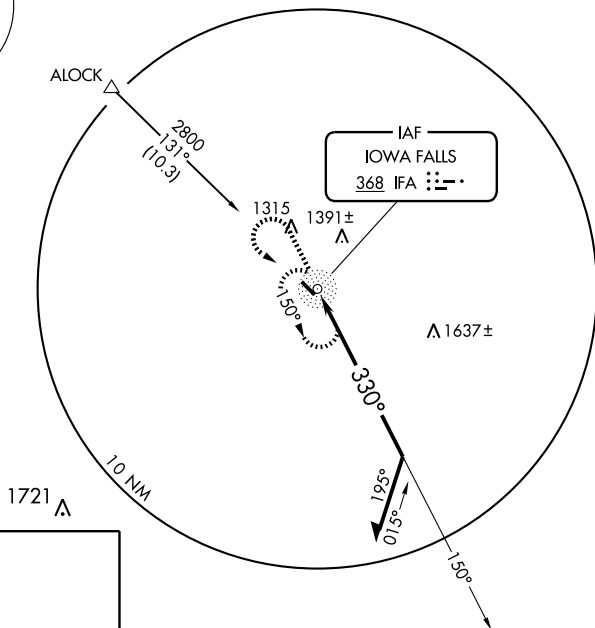
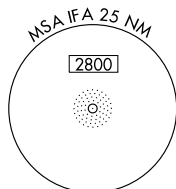
NDB RWY 31
IOWA FALLS MUNI (IFA)



When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 then left turn direct IFA NDB and hold.

AWOS 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 0
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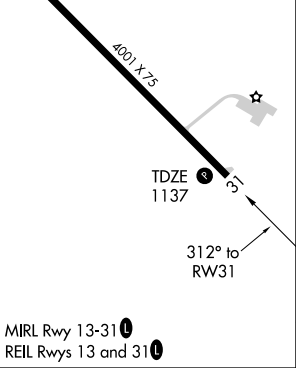
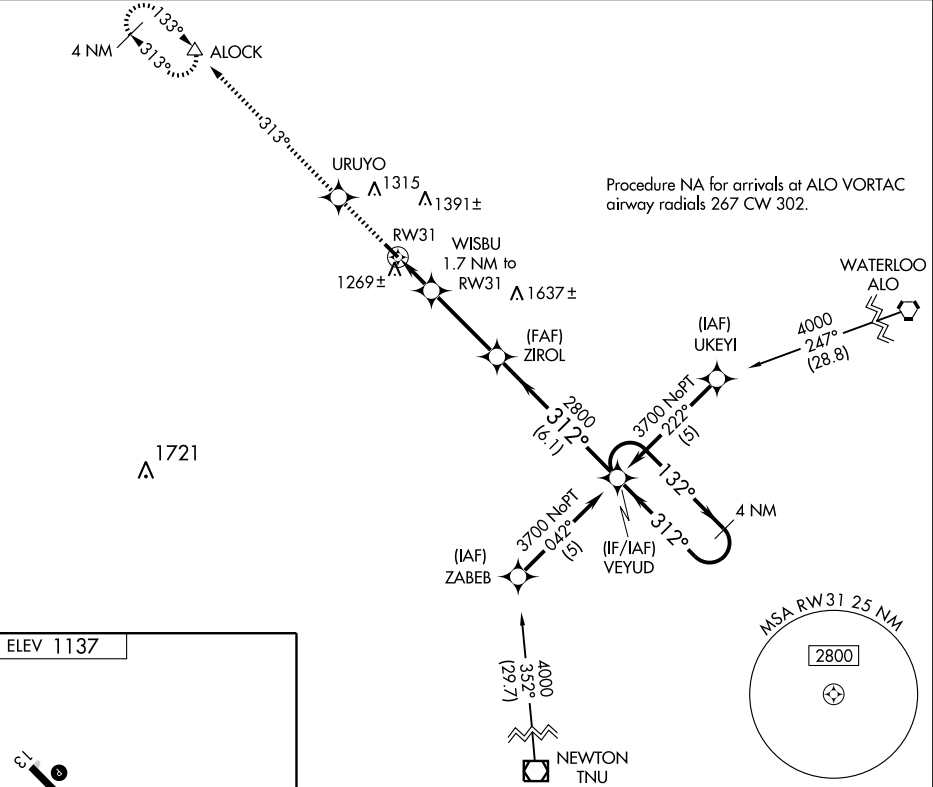
⚠ DME/DME RNP- 0.3 NA.

⚠ When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

VDP NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 4000 direct URUYO and via 313° track to ALOCK and hold, continue climb-in-hold to 4000.

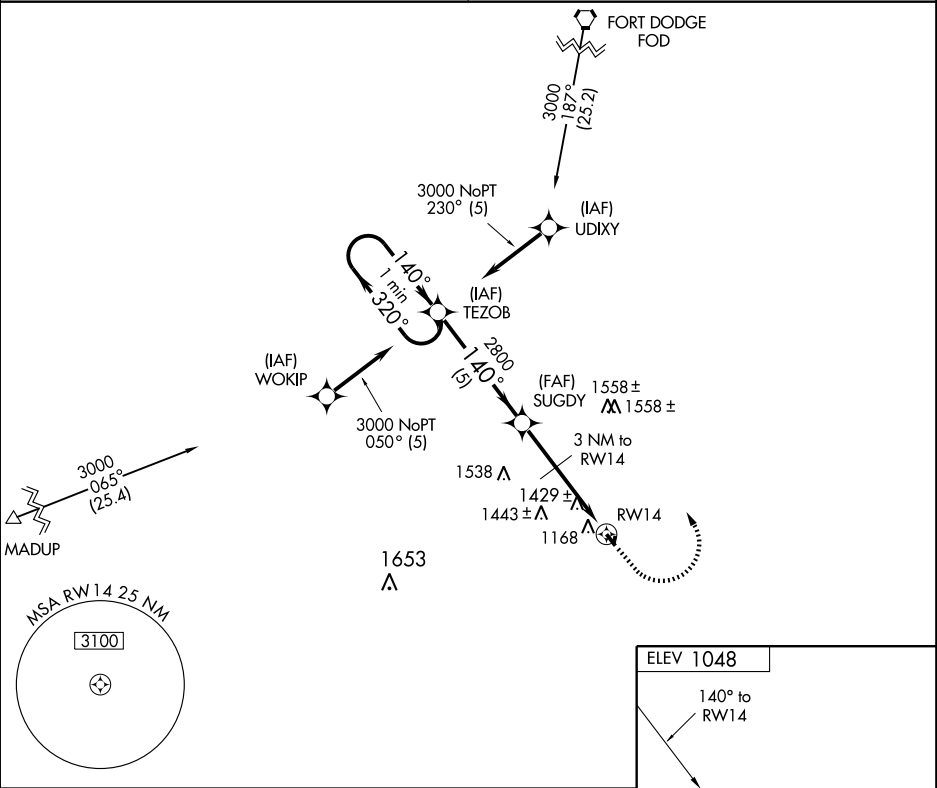
AWOS 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 0
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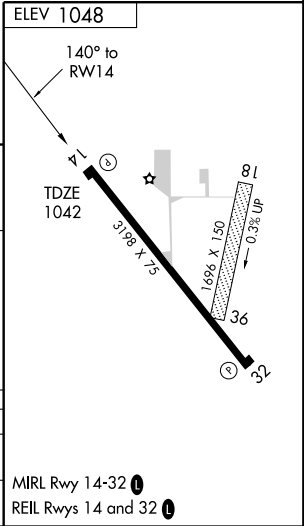
4000	URUYO	313° track	ALOCK	VEYUD	4 NM Holding Pattern
WISBU 1.7 NM to RW31					
RW31 1.1 NM to RW31					
RW31 0.6 NM					
312° 3.04° TCH 40					
1720 2800					
1.1 NM 0.6 NM 3.3 NM 6.1 NM					
CATEGORY	A		B		D
LNNAV MDA	1520-1		383 (400-1)		NA
CIRCLING	1600-1		463 (500-1)		NA

APP CRS	Rwy Idg	3198
140°	TDZE	1042
	Apt Elev	1048

<div><div><div></div><div>NA</div></div><div>Use Arthur N. Neu altimeter setting.</div></div>	MISSED APPROACH: Climb to 2300, then climbing left turn to 3000 direct TEZOB WP and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0

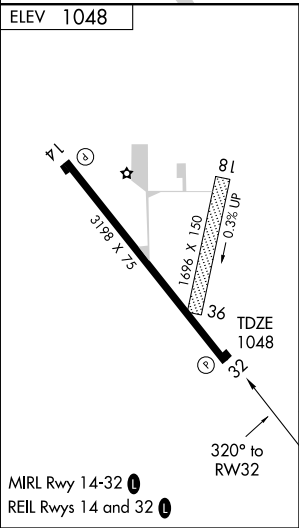
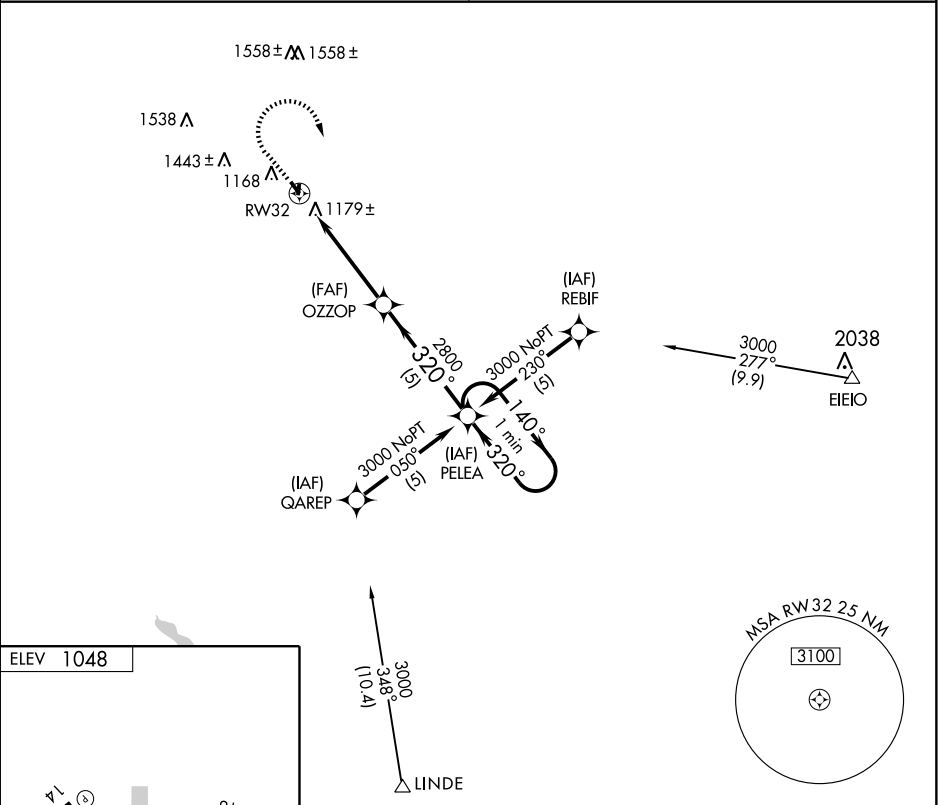


One Minute Holding Pattern				
TEZOB				
SUGDY				
3000 ← 320° / 140° →				
2800				
2020				
3 NM to RW14				
RW14				
5 NM 2 NM 3 NM				
CATEGORY	A	B	C	D
S-14	1800-1 758 (800-1)	1800-1¼ 758 (800-1¼)	NA	
CIRCLING	1800-1 752 (800-1)	1860-1¼ 812 (900-1¼)	NA	



APP CRS	Rwy Idg	3198
320°	TDZE	1048
	Apt Elev	1048

<div><div><div></div><div>NA</div></div><div>Use Arthur N. Neu altimeter setting.</div></div>	MISSED APPROACH: Climb to 2000, the climbing right turn to 3000 direct PELEA WP and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0

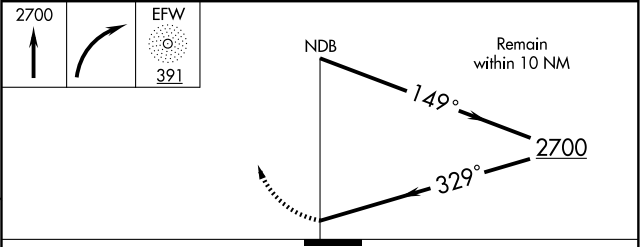
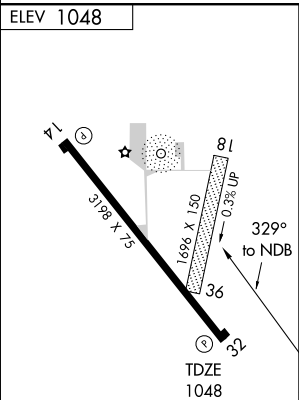
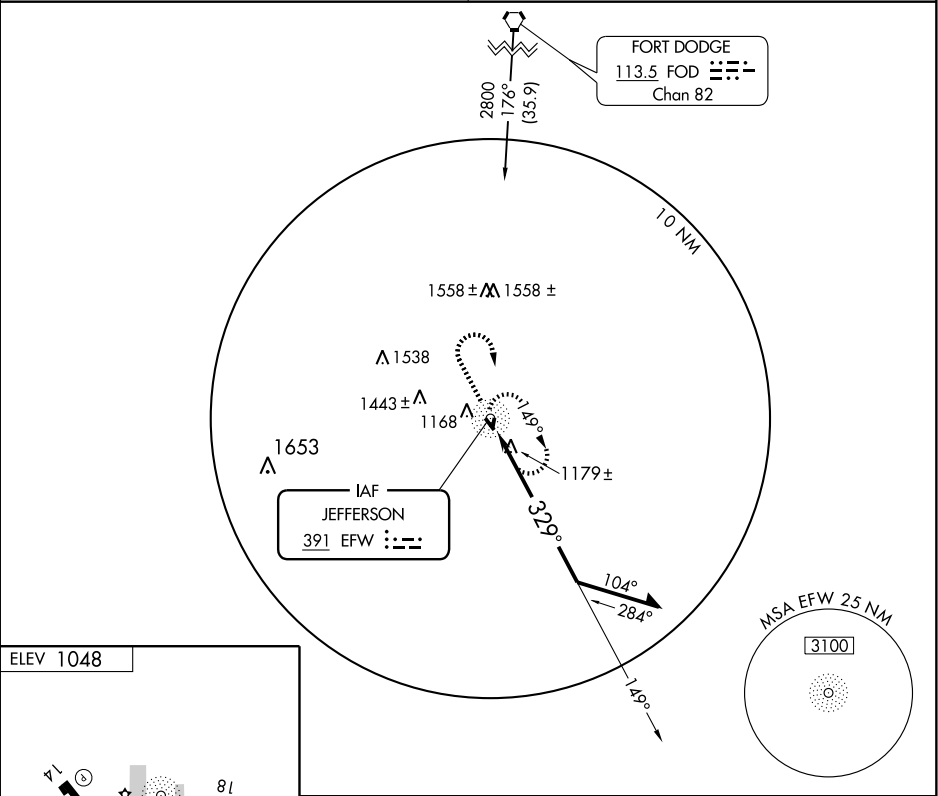


<div><div>2000</div><div>3000</div><div>PELEA</div></div> <div><div>OZZOP</div><div>PELEA</div></div> <div>One Minute Holding Pattern</div>				
<div><div>RW32</div><div>2800</div><div>3000</div></div> <div><div>320°</div><div>140°</div><div>320°</div></div> <div><div>≤ 3.24°</div><div>TCH 40</div></div> <div><div>5 NM</div><div>5 NM</div></div> <div><div>VGSI and descent angles not coincident.</div></div>				
CATEGORY	A	B	C	D
S-32	1560-1	512 (600-1)	NA	
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)	NA	

NDB RWY 32
JEFFERSON MUNI (EFW)

NDB EFW	APP CRS	Rwy Idg	3198
391	329°	TDZE	1048
		Apt Elev	1048

<div><div><div></div><div>NA</div></div><div>Use Arthur N. Neu altimeter setting.</div></div>	MISSED APPROACH: Climb to 2700 then right turn direct EFW NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-32	1640-1	592 (600-1)	NA	
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)	NA	

REIL Rwy 14 and 32 L
MIRL Rwy 14-32 0

LOC/DME I-BBJ	APP CRS	Rwy Idg	5500
110.9	264°	TDZE	670
Chan 46		Apt Elev	671

ILS or LOC/DME RWY 26
KEOKUK MUNI (EOK)

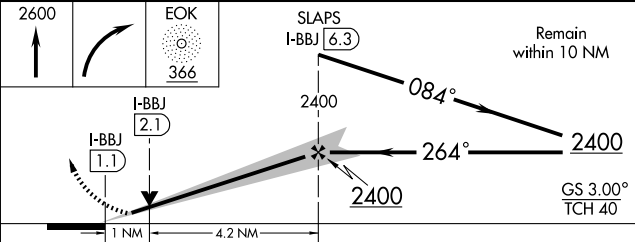
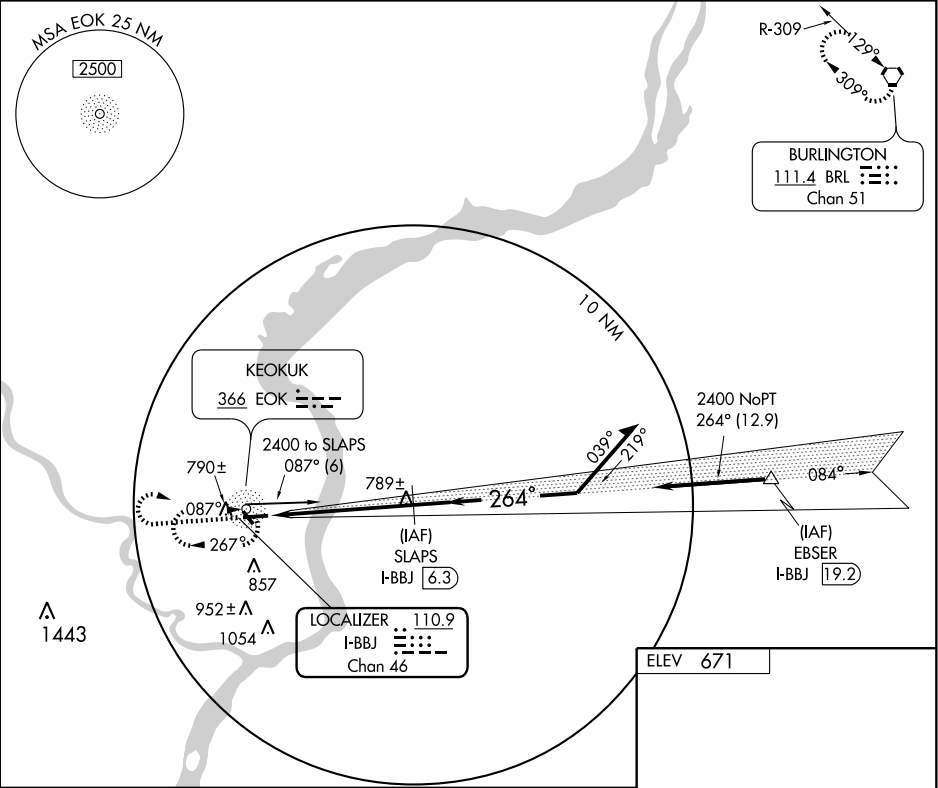
T If local altimeter setting not received, use Burlington altimeter setting and increase all DAs/MDAs 60 feet. Visibility reductions by helicopters NA.

NA VDP NA when using Burlington altimeter setting. ADF required.

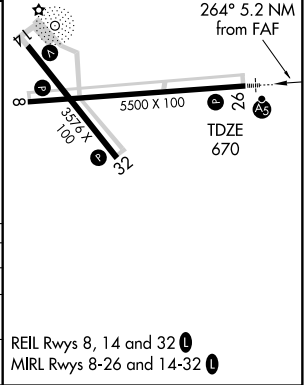
MALSR

MISSED APPROACH: Climb to 2600 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 26	870-1/2	200 (200-1/2)		NA
S-LOC 26	1040-1/2	370 (400-1/2)		NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1/2 549 (600-1/2)	NA



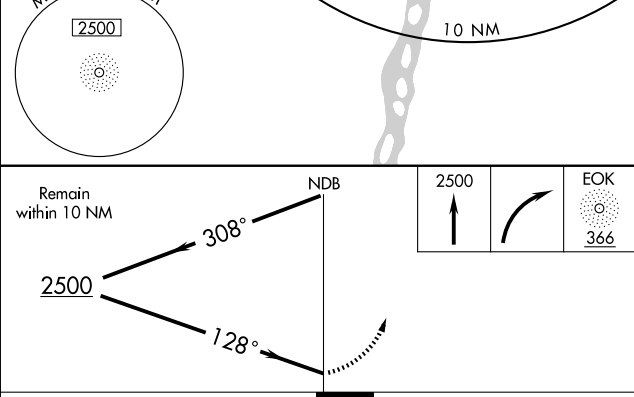
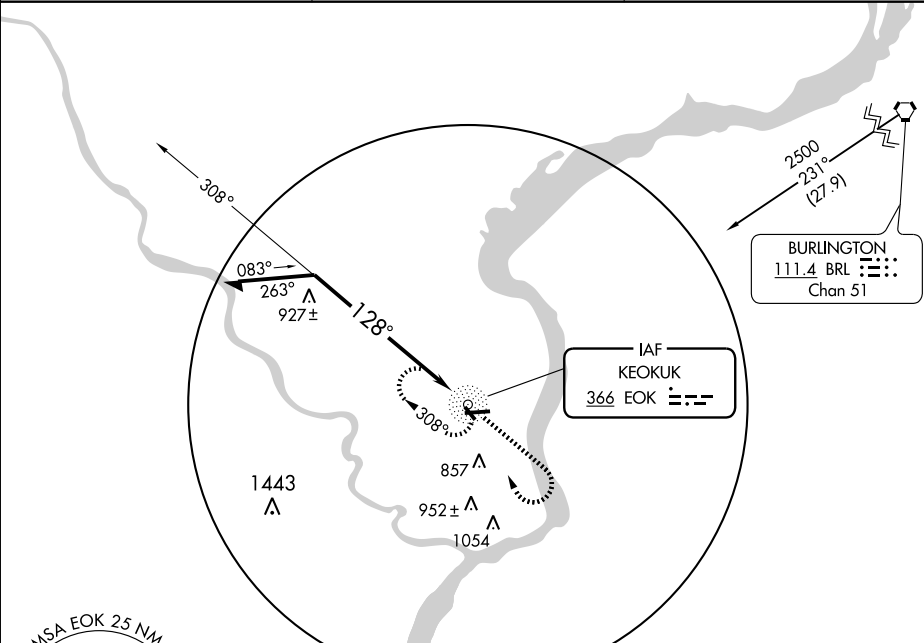
NDB RWY 14
KEOKUK MUNI (EOK)

NDB EOK	APP CRS	Rwy Idg	3576
366	128°	TDZE	671
		Apt Elev	671

▼ If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA
CIRCLING	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA

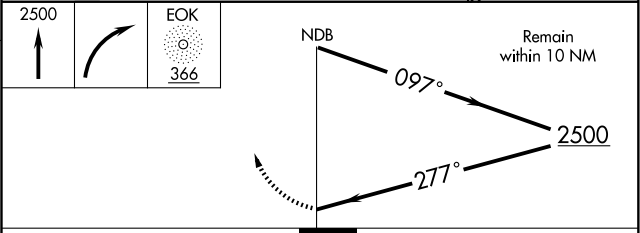
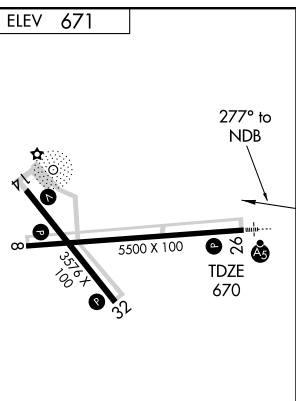
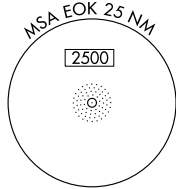
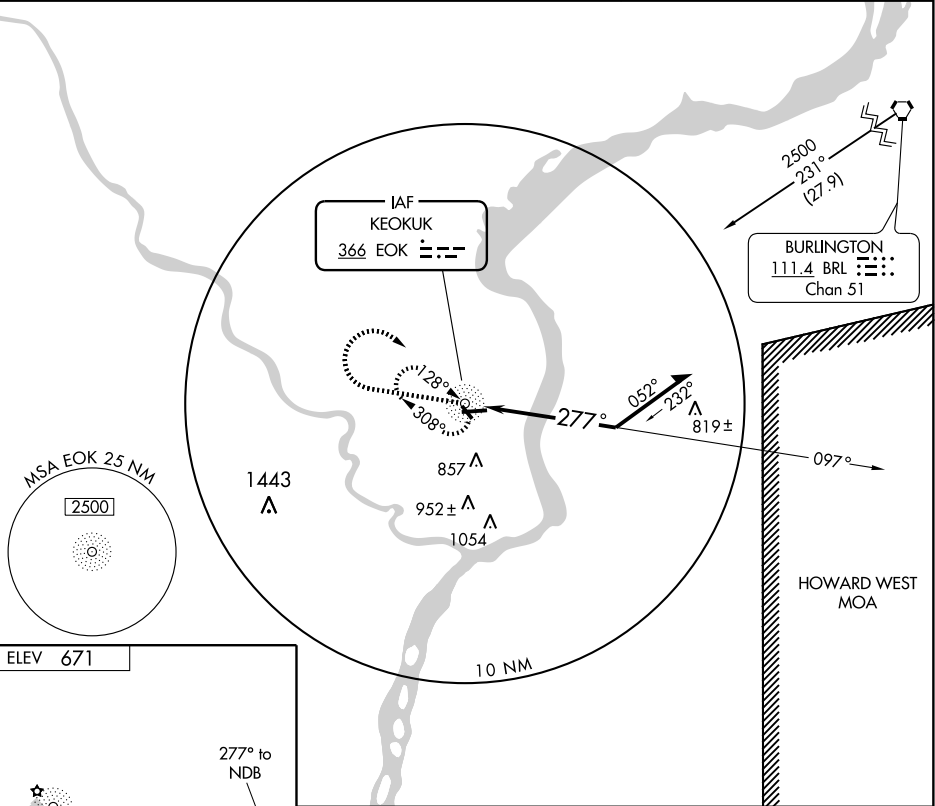
REIL Rwy 8, 14 and 32 **0**
MIRL Rwy 8-26 and 14-32 **0**

NDB EOK	APP CRS	Rwy Idg	5500
366	277°	TDZE	670
		Apt Elev	671

NDB RWY 26
KEOKUK MUNI (EOK)

<p>▼ ▲</p> <p>If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.</p>	<p>MALSR</p> <p>AGS</p>	<p>MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.</p>
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AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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REIL Rwy 8, 14 and 32 0
MIRL Rwy 8-26 and 14-32 0

CATEGORY	A	B	C	D
S-26	1180-3/4	510 (600-3/4)	1180-1 510 (600-1)	NA
CIRCLING	1180-1 509 (600-1)	1200-1 529 (600-1)	1220-1 1/2 549 (600-1 1/2)	NA

RNAV (GPS) RWY 8
KEOKUK MUNI (EOK)

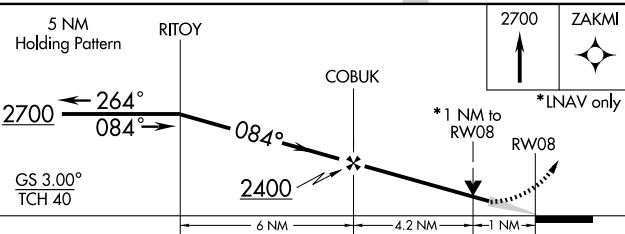
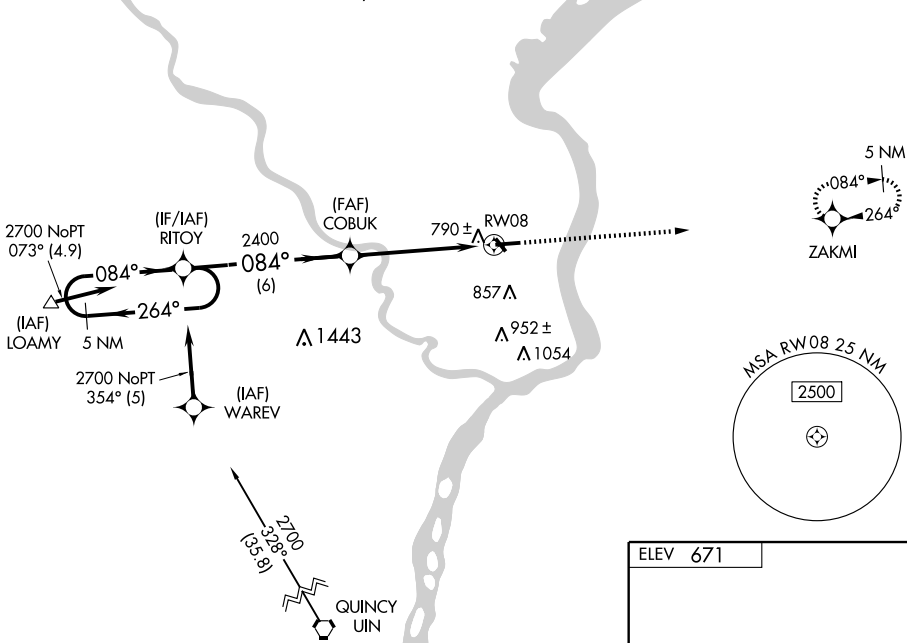
WAAS CH 97304 W08A	APP CRS 084°	Rwy Idg TDZE Apt Elev 5500 671 671
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▼ DME/DME RNP -0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use BurlingtonRgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.

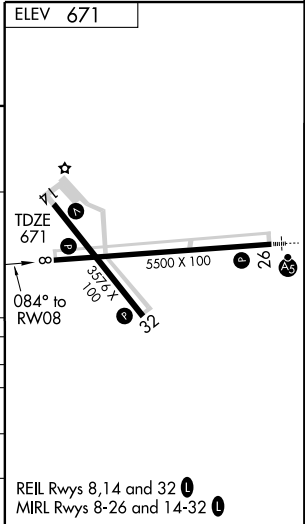
MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 1
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Procedure NA for arrivals at LOAMY via V10 southwestbound.
Procedure NA for arrivals at UIN VORTAC on airway radials 281 CW 012.



CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/ VNAV DA	1059-1½	388 (400-1½)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1100-1½ 429 (500-1½)	1140-1½ 469 (500-1½)	1220-1½ 549 (600-1½)	NA



WAAS CH 45505 W26A	APP CRS 264°	Rwy Idg TDZE Apt Elev	5500 670 671
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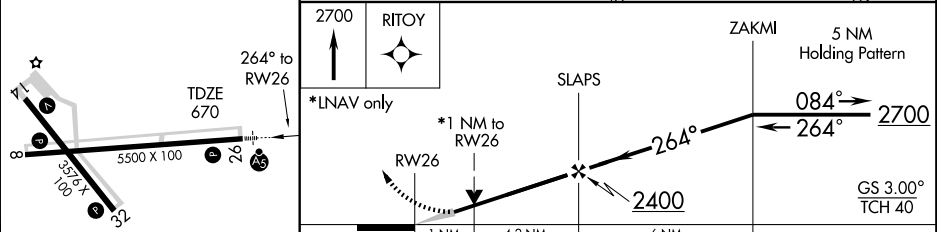
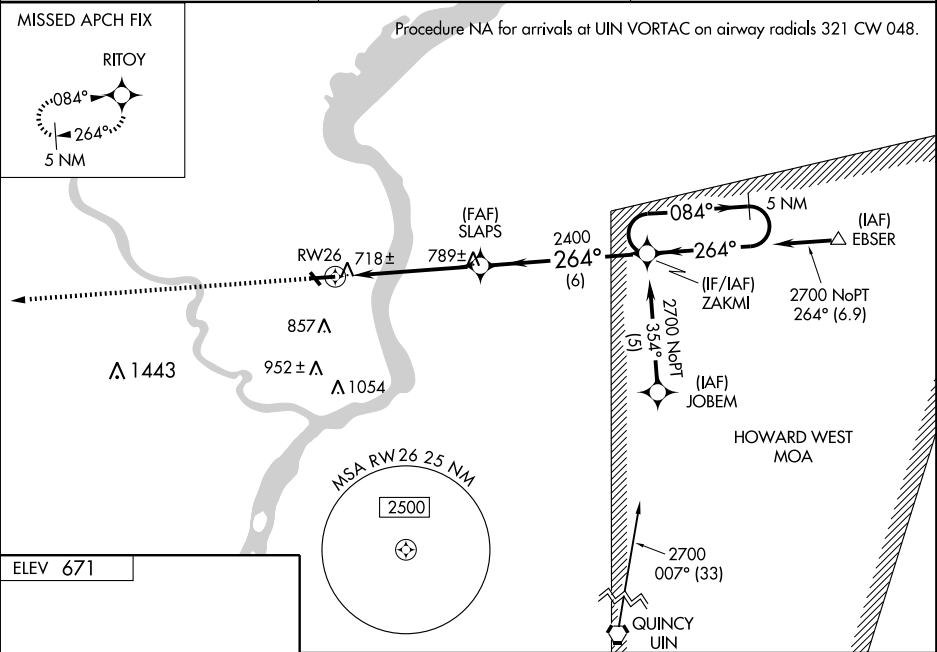
RNAV (GPS) RWY 26
KEOKUK MUNI (EOK)

▼ DME/DME RNP -0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.
For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats. visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2700 direct RITOY and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	924-3/4	254 (300-3/4)		NA
LNAV/VNAV DA	978-3/4	308 (400-3/4)		NA
LNAV MDA	1040-3/4	370 (400-3/4)		NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

REIL Rwy 8,14 and 32 1
MIRL Rwy 8-26 and 14-32 1

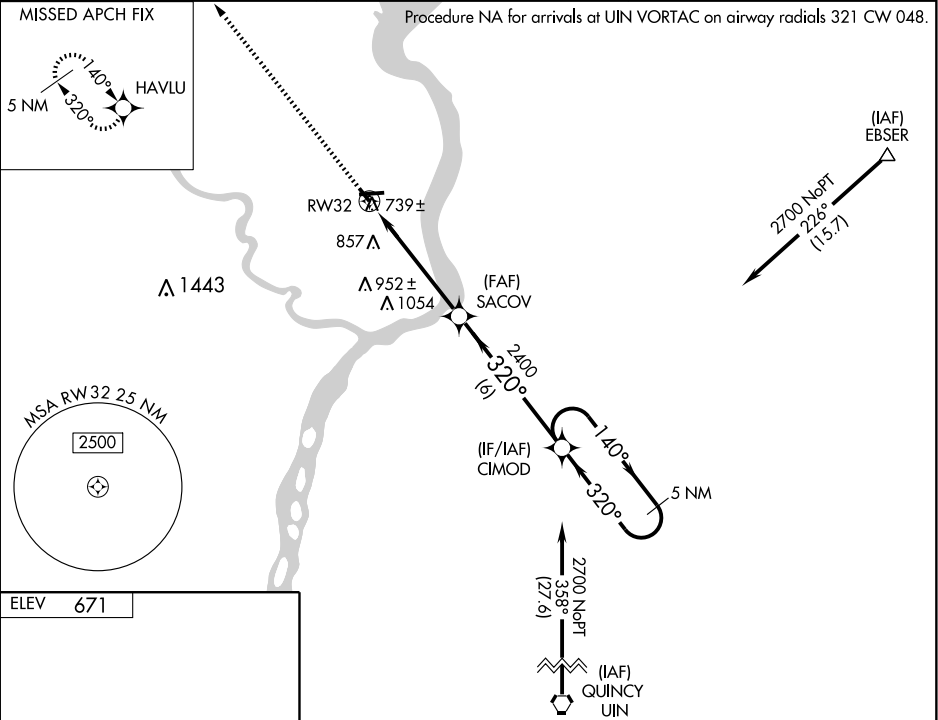
WAAS CH 40005 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	3576 671 671
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RNAV (GPS) RWY 32
KEOKUK MUNI (EOK)

⚠ DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
When local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet, and increase LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct HAVLU and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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2400 HAVLU

CIMOD 5 NM Holding Pattern

SACOV

320° 2400

140° 2700

GS 3.00° TCH 40

5.2 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1163-1¾	492 (500-1¾)		NA
LNAV MDA	1100-1	429 (500-1)	1100-1¼ 429 (500-1¼)	NA
CIRCLING	1180-1	509 (600-1)	1220-1½ 549 (600-1½)	NA

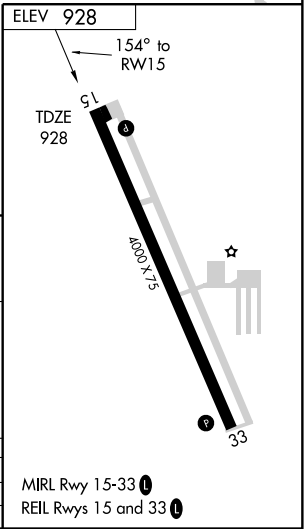
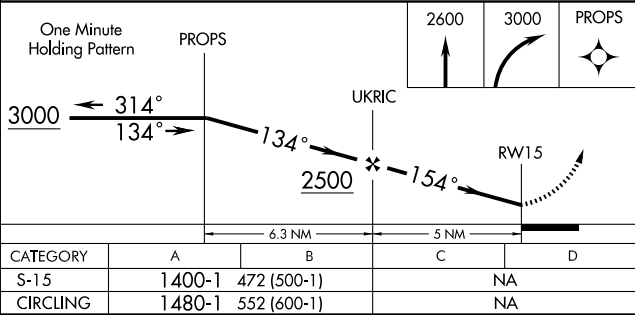
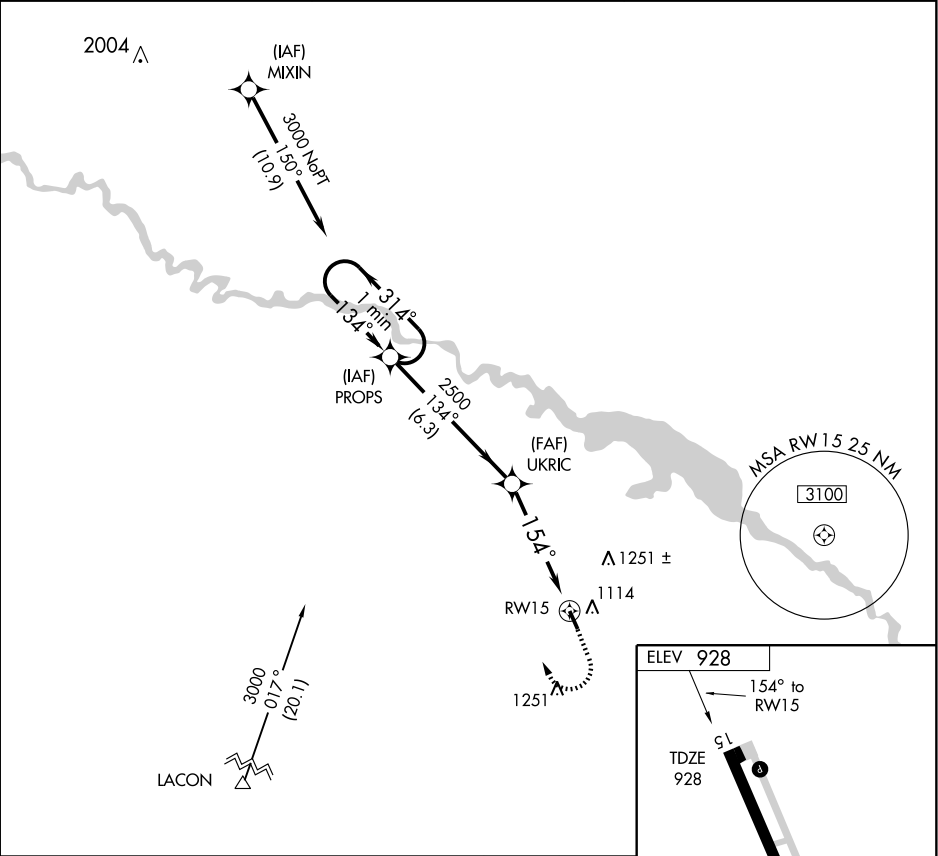
REIL Rwy 8, 14 and 32 0
MIRL Rwy 8-26 and 14-32 0

GPS RWY 15
KNOXVILLE MUNI (OXV)

APP CRS	Rwy Idg	4000
154°	TDZE	928
	Apt Elev	928

▲ NA	MISSED APPROACH: Climb to 2600, then climbing right turn to 3000 direct PROPS WP and hold.
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AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 0
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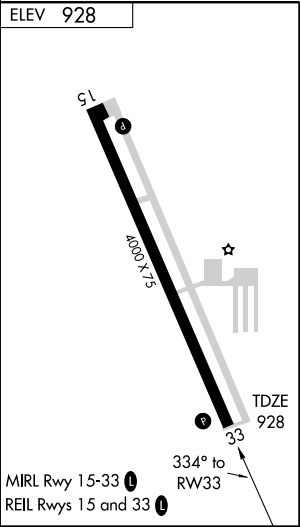
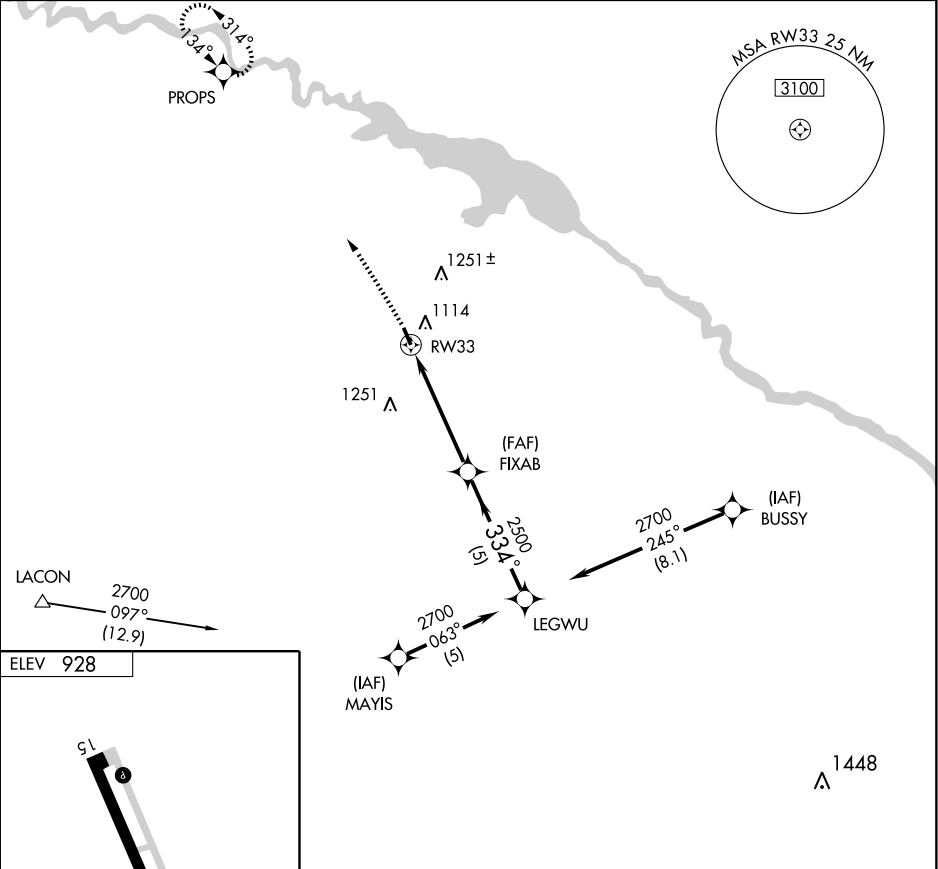
GPS RWY 33
KNOXVILLE MUNI (OXV)

APP CRS	Rwy Idg	4000
334°	TDZE	928
	Apt Elev	928



MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct PROPS WP and hold.

AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF)
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	2000	3000	PROPS		
				FIXAB	LEGWU
				334°	2700
				2500	Procedure Turn NA
				5 NM	5 NM
CATEGORY	A	B	C	D	
S-33	1400-1	472 (500-1)	NA	NA	
CIRCLING	1480-1	552 (600-1)	NA	NA	

APP CRS
178°

Rwy Idg
TDZE
Apt Elev
2900
1130
1130

RNAV (GPS) RWY 18

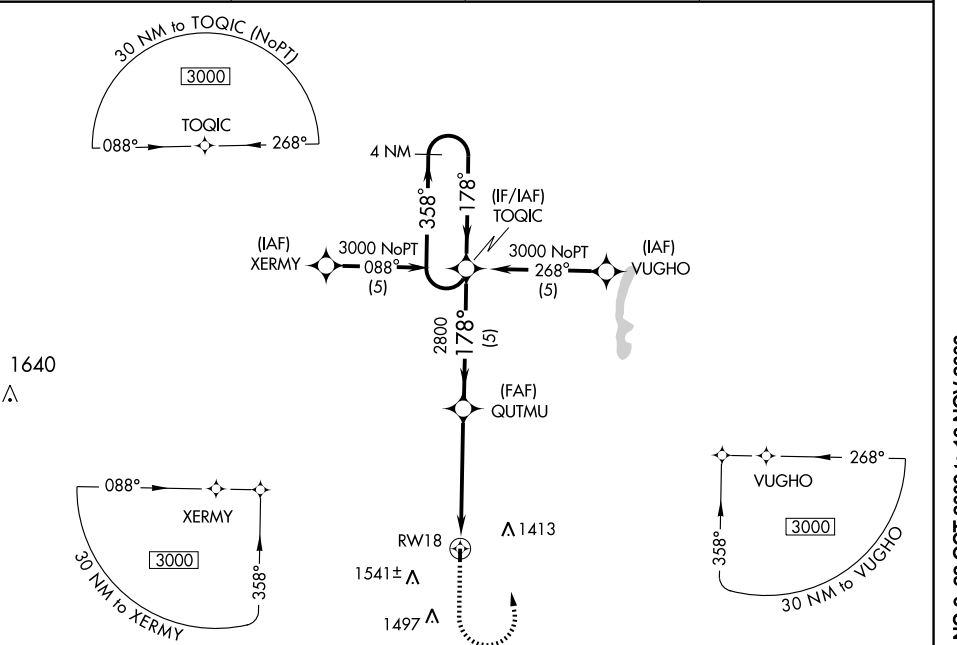
LAMONI MUNI (LWD)

⚠️ NA

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then left climbing turn to 3000 direct TOGIC WP and hold.

ASOS 120.0	MINNEAPOLIS CENTER 125.65 288.1	CTAF 122.9	122.8
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ELEV 1130

178° to RW18

TDZE 1130

81

2900 X 60

36

☆

4 NM Holding Pattern

TOGIC

3000

358°

178°

QUTMU

2800

3.07° TCH 40

RW18

5 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	1480-1	350 (400-1)	NA	
CIRCLING	1600-1	470 (500-1)	NA	

MIRL Rwy 18-36

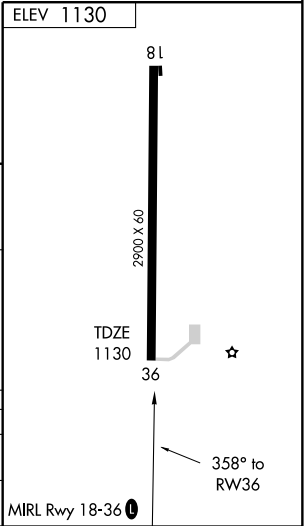
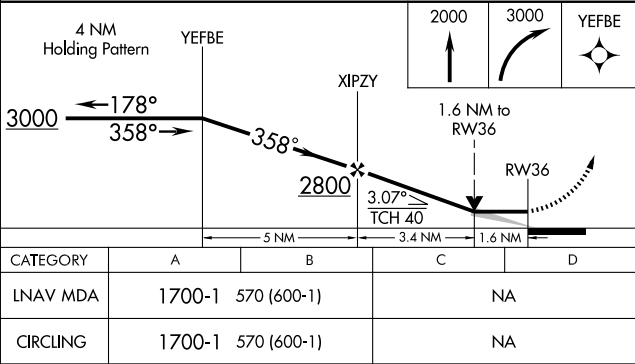
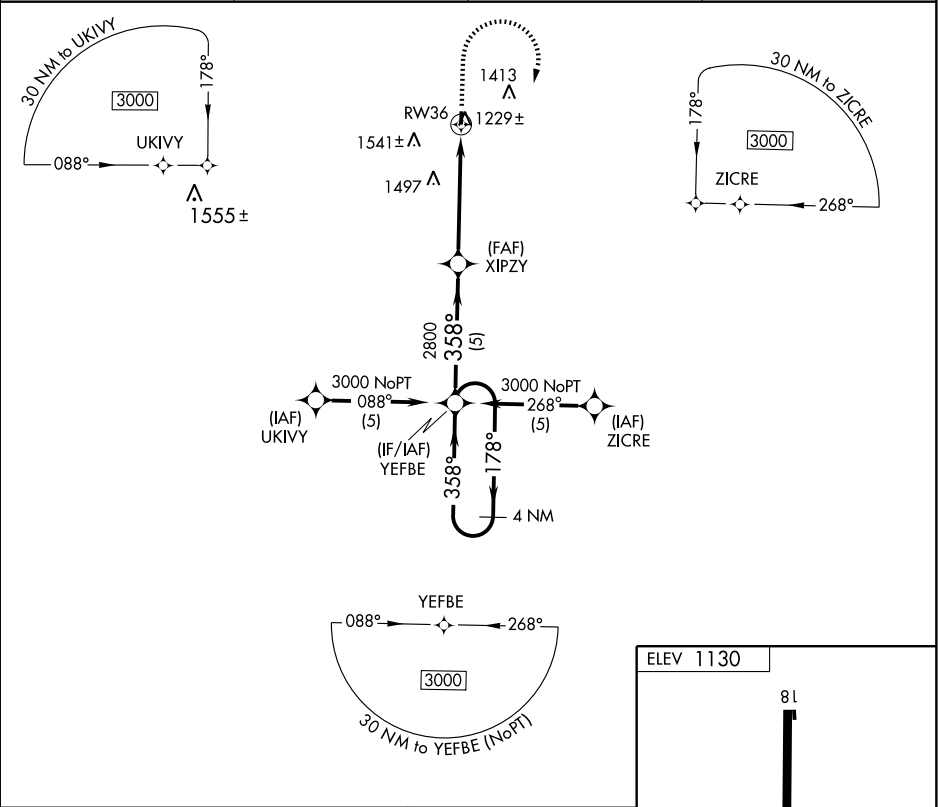
NC-22 OCT 2009 to 19 NOV 2009

APP CRS 358°	Rwy Idg TDZE Apt Elev	2900 1130 1130
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RNAV (GPS) RWY 36

LAMONI MUNI (LWD)

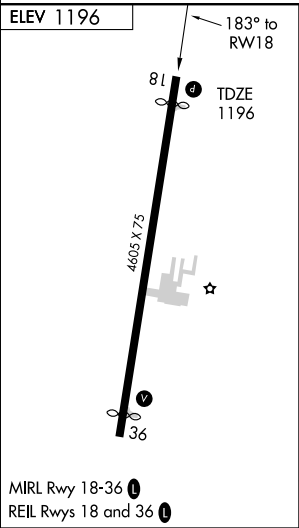
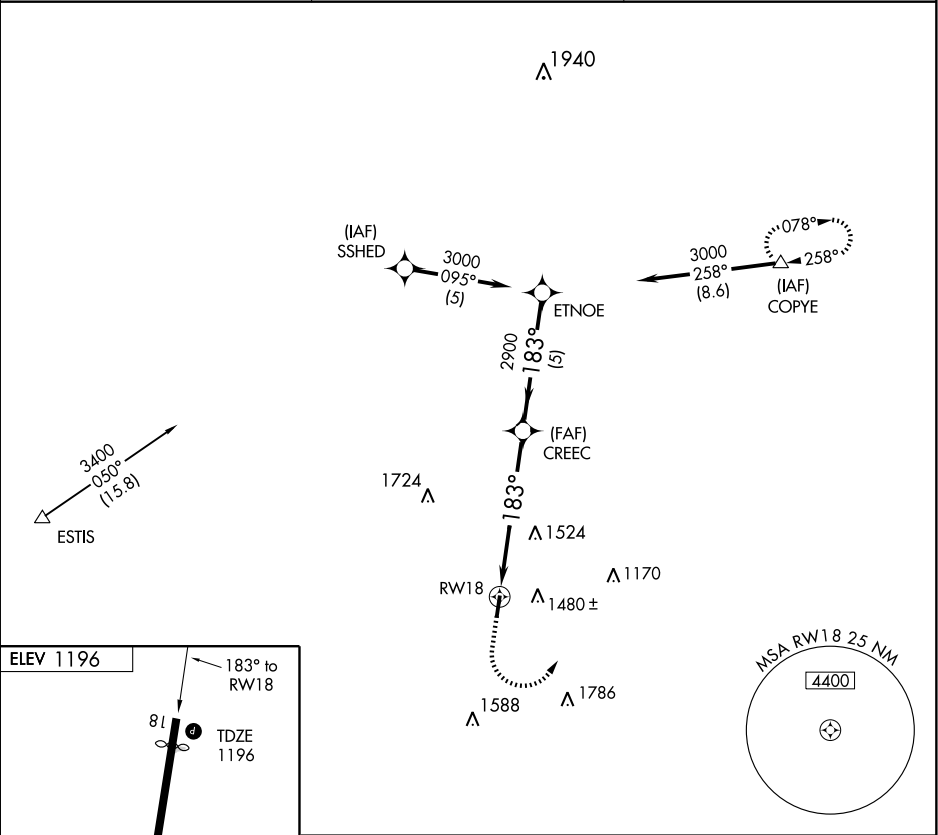
NA DME/DME RNP- 0.3 NA.		MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.	
ASOS 120.0	MINNEAPOLIS CENTER 125.65 288.1	CTAF 122.9	122.8 0



APP CRS	Rwy Idg	4305
183°	TDZE	1196
	Apt Elev	1196

<div>▼</div> <div>▲ NA</div>	MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct COPYE WP and hold.
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AWOS-3 125.525	SIOUX CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) ①
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	2500	3000	COPYE	
	↑	↶	△	
	RW18	CREEC	ETNOE	
	183°	183°	3000	
	6 NM	5 NM	Procedure Turn NA	
CATEGORY	A	B	C	D
S-18	1760-1	564 (600-1)	NA	
CIRCLING	1760-1 564 (600-1)	1840-1 644 (700-1)	NA	

▽

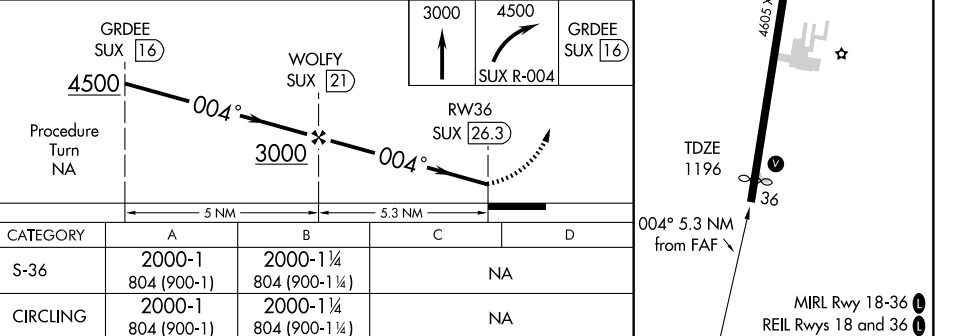
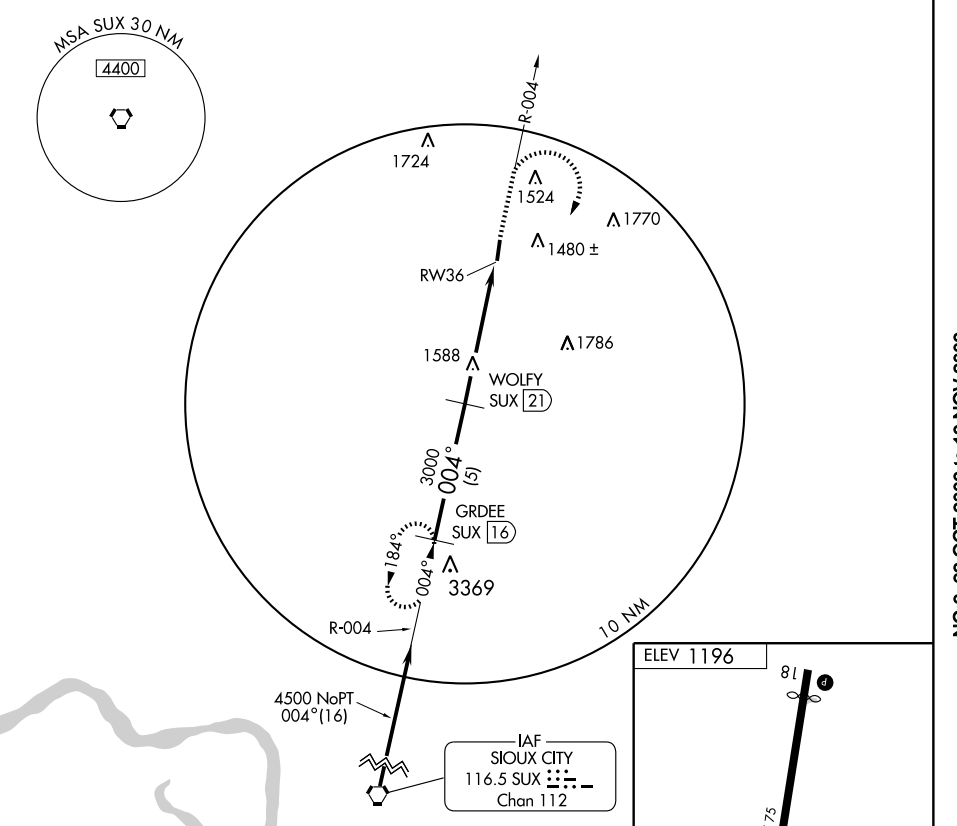
▲

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via SUX R-004 to GRDEE and hold.

AWOS-3
125.525

SIoux CITY APP CON ★
124.6 307.0

UNICOM
122.8 (CTAF) 0



NC-3. 22 OCT 2009 to 19 NOV 2009

▼

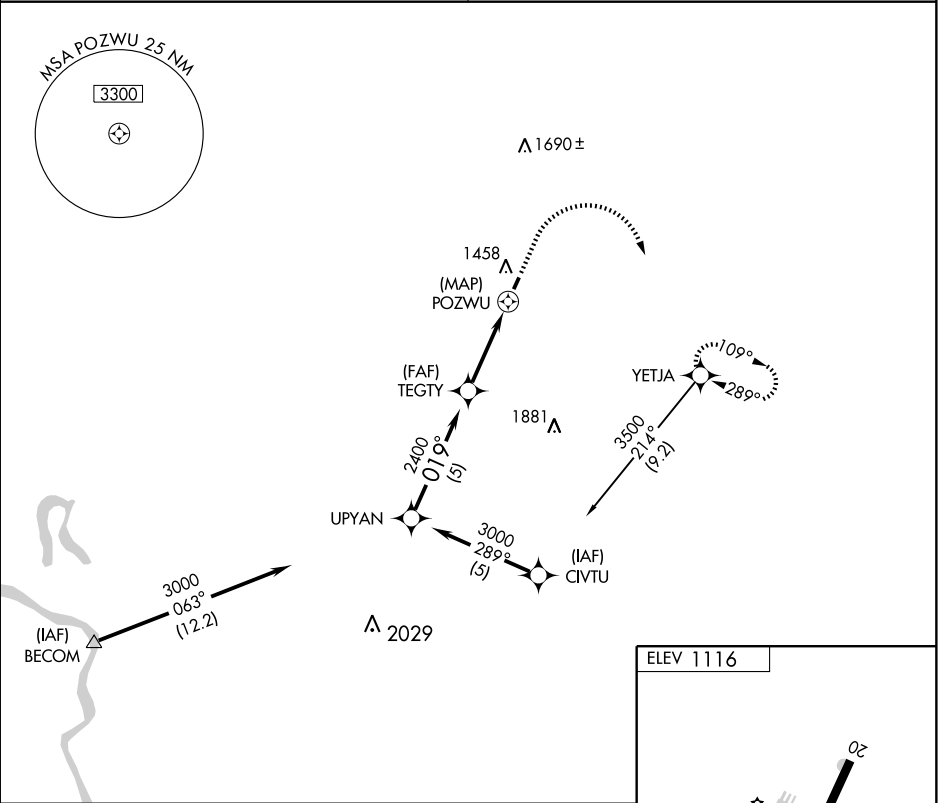
▲ NA

Use Sioux City altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing right turn to 3500 direct YETJA WP and hold.

SIOUX CITY APP CON ★
124.6 307

UNICOM
122.8 (CTAF) 0



UPYAN

3000

Procedure Turn NA

TEGTY

2400

POZWU

1900

3500

YETJA

5 NM

3.5 NM

0.5

CATEGORY	A	B	C	D
S-2	1760-1	644 (700-1)	NA	
CIRCLING	1860-1 744 (800-1)	1860-1¼ 744 (800-1¼)	NA	

ELEV 1116

20

2801 X 60

TDZE 1116

2

REIL Rwy 20 0

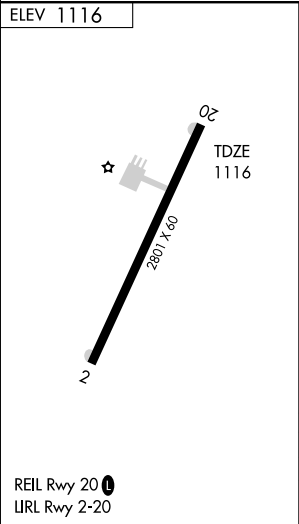
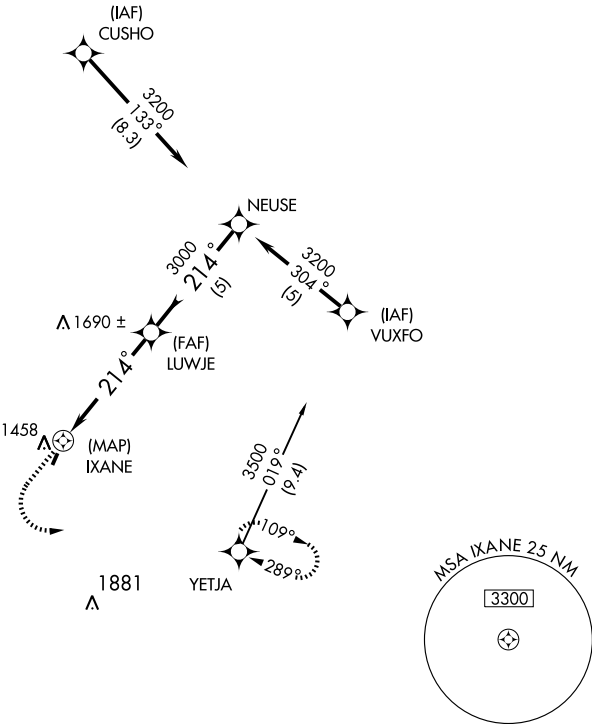
LIRL Rwy 2-20

GPS RWY 20




MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

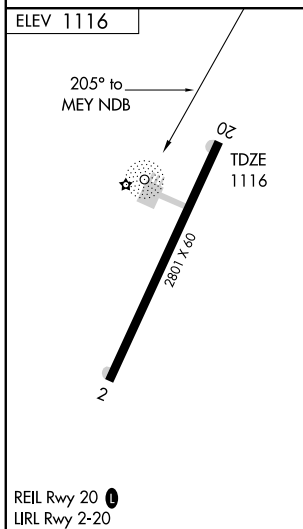
APP CRS	Rwy Idg	2801
214°	TDZE	1116
	Apt Elev	1116

<div>▼ Use Sioux City altimeter setting.</div> <div>▲ NA</div>	MISSED APPROACH: Climb to 1900 then climbing left turn to 3500 direct YETJA WP and hold.
SIoux CITY APP CON ★ 124.6 307	UNICOM 122.8 (CTAF) 0



1900	3500	YETJA		
			LUWJE	NEUSE
			IXANE	
			214°	214°
			3000	3200
			Procedure Turn NA	
	0.5	5 NM	5 NM	
CATEGORY	A	B	C	D
S-20	1760-1	644 (700-1)	NA	
CIRCLING	1860-1 744 (800-1)	1860-1¼ 744 (800-1¼)	NA	

 Use Sioux City altimeter setting.  NA	MISSED APPROACH: Climb to 2900 then left turn direct MEY NDB and hold.
SIOUX CITY APP CON ★ 124.6 307	UNICOM 122.8 (CTAF) 



2029

2900

MEY

335

NDB

025°

Remain within 10 NM

2900

SYRUP INT

205°

2040

3.9 NM

CATEGORY	A	B	C	D
S-20	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
CIRCLING	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
SYRUP FIX MINIMUMS				
S-20	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	1900-2¼ 784 (800-2¼)	NA
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	1920-2¼ 804 (900-2¼)	NA

GPS RWY 15

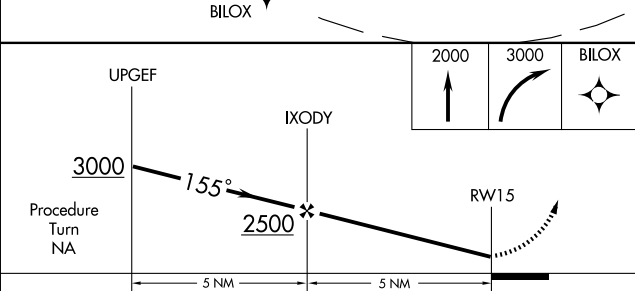
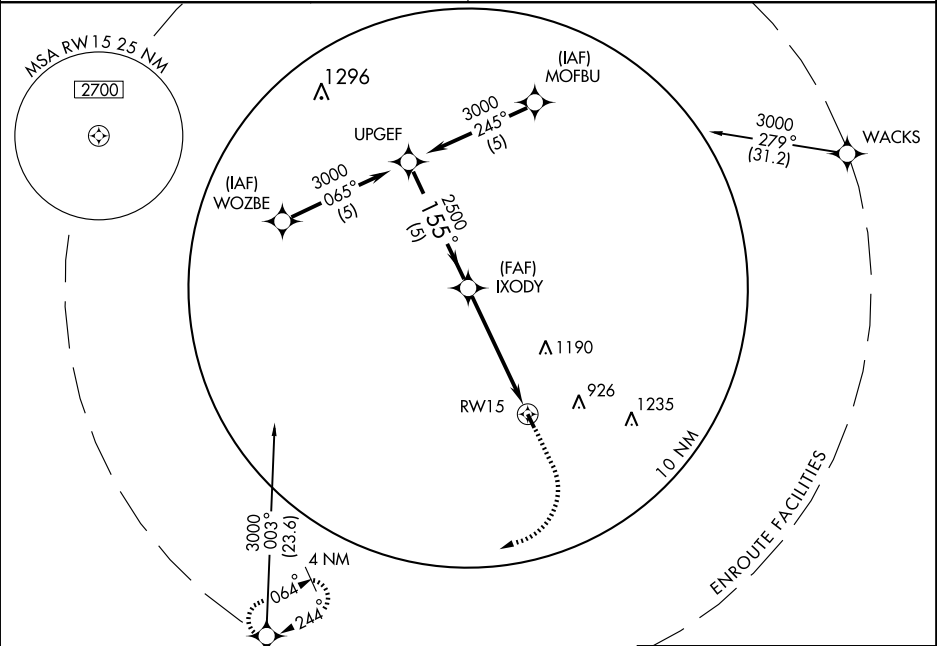
MAQUOKETA MUNI (OQW)

APP CRS	Rwy Idg	3300
155°	TDZE	769
	Apt Elev	769

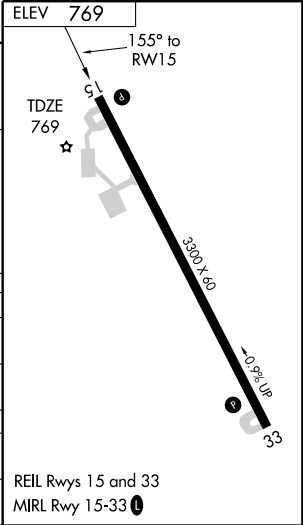
Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BILOX WP and hold.

CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0*
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CATEGORY	A	B	C	D
S-15	1280-1	511 (600-1)		NA
CIRCLING	1280-1	511 (600-1)		NA
DUBUQUE ALTIMETER SETTING MINMUMS				
S-15	1380-1	611 (700-1)		NA
CIRCLING	1380-1	611 (700-1)		NA



APP CRS	Rwy Idg	3300
335°	TDZE	766
	Apt Elev	769

GPS RWY 33

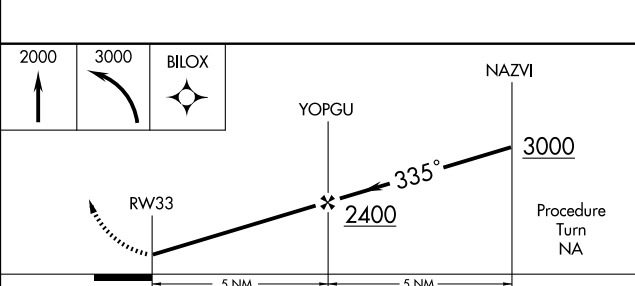
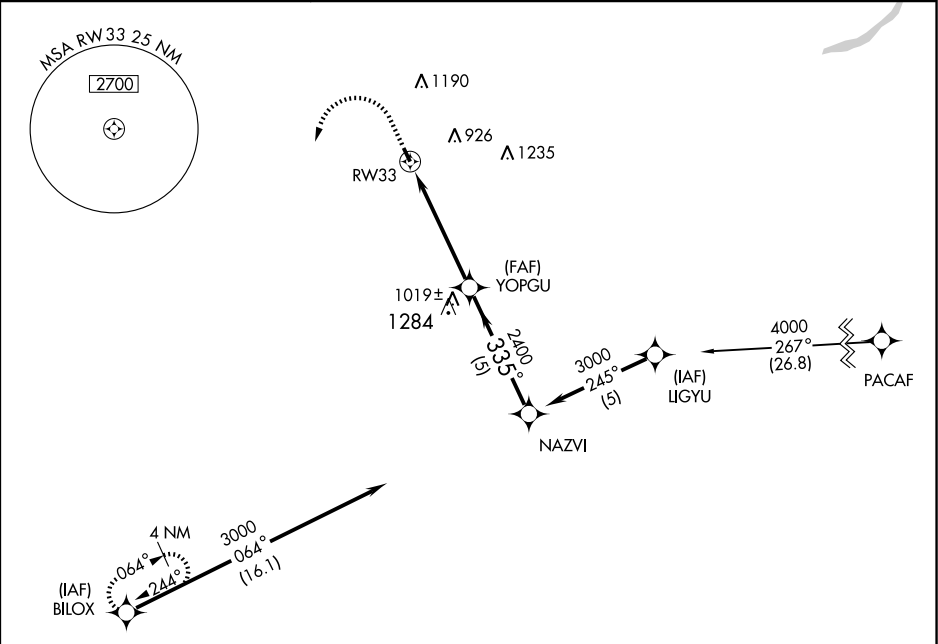
MAQUOKETA MUNI (OQW)



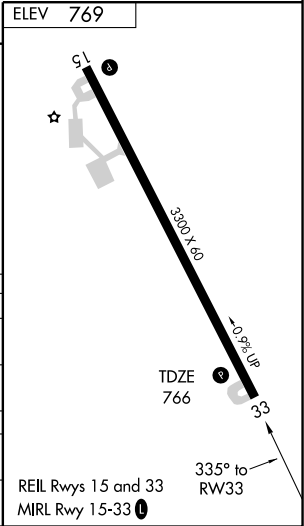
Obtain local altimeter setting on CTAF; When not received, use Dubuque altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct BILOX WP and hold.

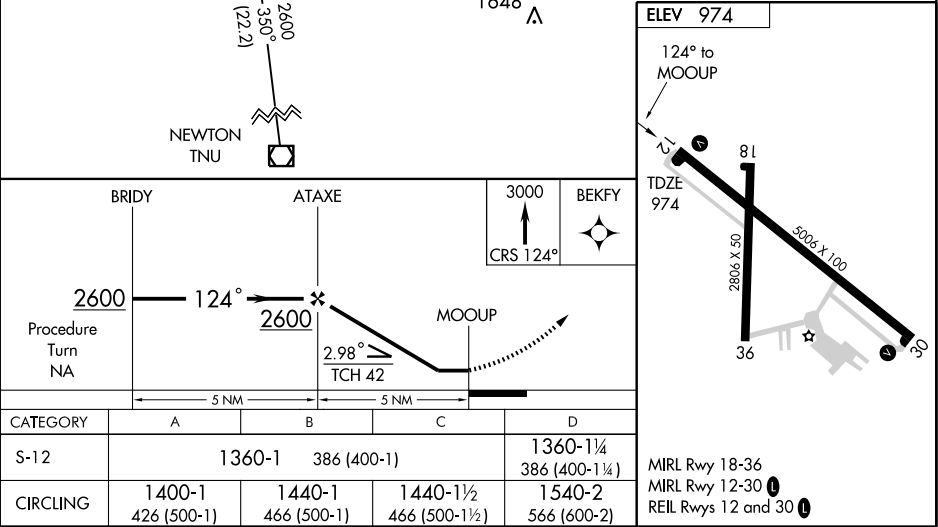
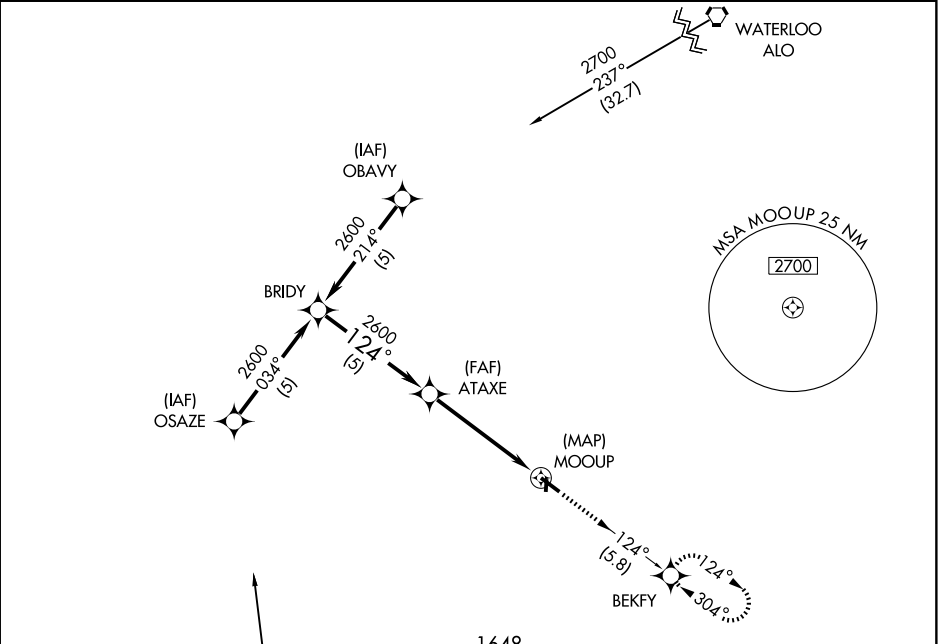
CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0*
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CATEGORY	A	B	C	D
S-33	1280-1	514 (600-1)		NA
CIRCLING	1280-1	511 (600-1)		NA
DUBUQUE ALTIMETER SETTING MINIMUMS				
S-33	1380-1	614 (700-1)		NA
CIRCLING	1380-1	611 (700-1)		NA



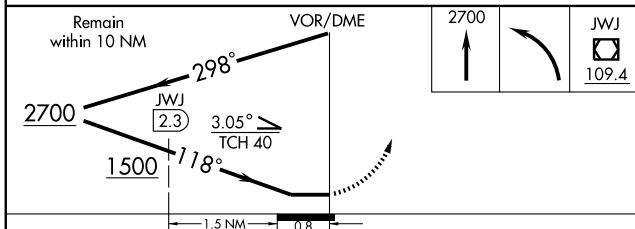
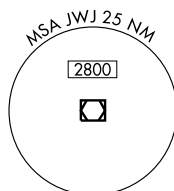
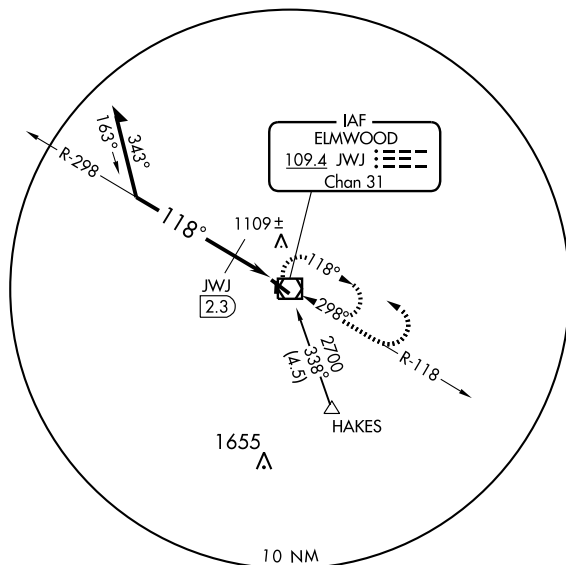
▲ NA		MISSED APPROACH: Climb to 3000 via 124° course to BEKFY WP and hold.	
ASOS 128.325	WATERLOO APP CON ★ 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 0



VOR/DME JWW 109.4 Chan 31	APP CRS 118°	Rwy Idg 5006 TDZE 974 Apt Elev 974
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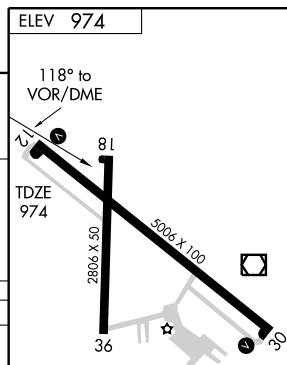
MISSED APPROACH: Climb to 2700, then left turn direct JWI VOR/DME and hold.

ASOS 128.325	WATERLOO APP CON ★ 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) U
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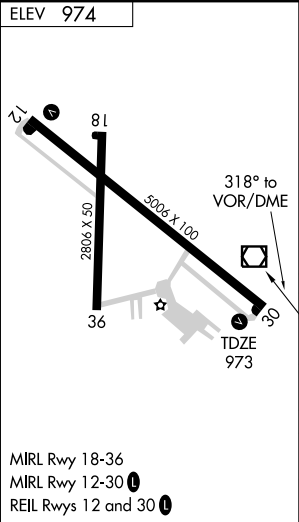
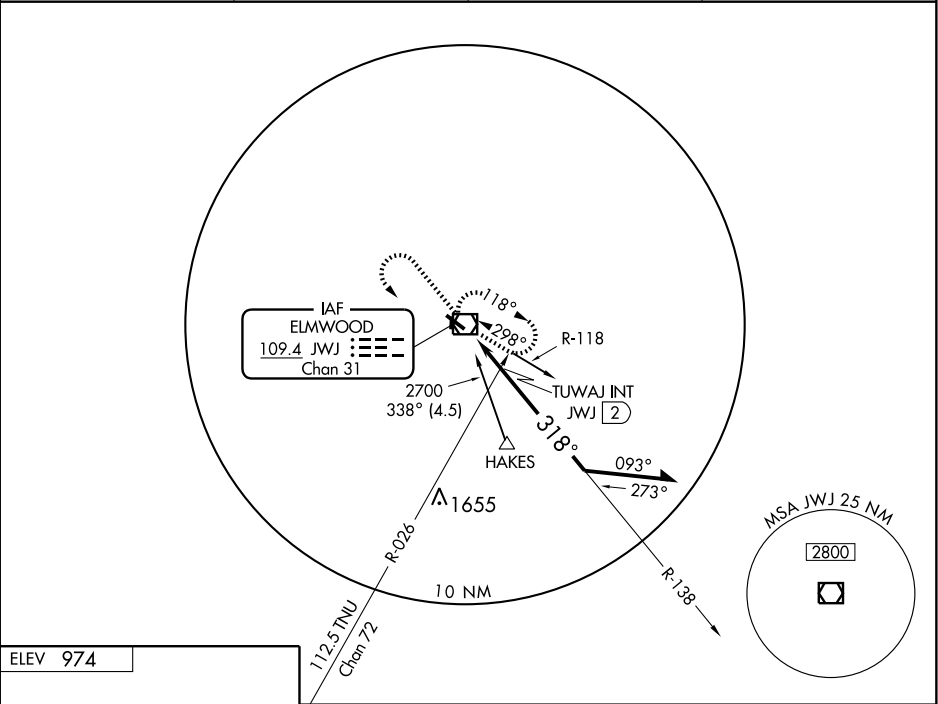
CATEGORY	A	B	C	D
S-12	1500-1	526 (600-1)	1500-1½ 526 (600-1½)	1500-1¾ 526 (600-1¾)
CIRCLING	1500-1	526 (600-1)	1500-1½ 526 (600-1½)	1540-2 566 (600-2)




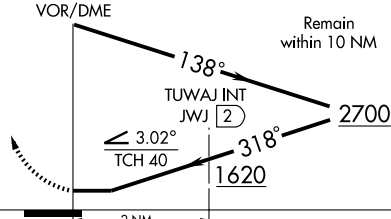
DME MINIMUMS				
S-12	1360-1 386 (400-1)			1360-1¼ 386 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)



MIRL Rwy 18-36
MIRL Rwy 12-30 **L**
REIL Rwy 12 and 30 **L**

		MISSED APPROACH: Climb to 2700, then left turn direct JWJ VOR/DME and hold.	
ASOS 128.325	WATERLOO APP CON ★ 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 1



2700			 JWJ 109.4			
CATEGORY	A	B	C	D		
S-30	1620-1	647 (700-1)	1620-1 $\frac{3}{4}$ 647 (700-1 $\frac{3}{4}$)	1620-2 647 (700-2)		
CIRCLING	1620-1	646 (700-1)	1620-1 $\frac{3}{4}$ 646 (700-1 $\frac{3}{4}$)	1620-2 646 (700-2)		
TUWJ FIX MINIMUMS						
S-30	1360-1 387 (400-1)			1360-1 $\frac{1}{4}$ 387 (400-1 $\frac{1}{4}$)		
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1 $\frac{1}{2}$ 466 (500-1 $\frac{1}{2}$)	1540-2 566 (600-2)		

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWA

ASOS
120.3
CTAF/UNICOM
123.0

RWY 12-30
S80, D110, ST140, DT180
RWY 18-36
S80, D110, ST140, DT180

FIELD
ELEV
1213

△ 1286

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

VAR 1.7°E

ELEV
1209

12

123.2°

5502 X 150

FBO

TERMINAL

1252

FBO HANGAR

HANGARS

HANGARS

6501 X 150

0.3% UP

358.2°

HOT 1

ELEV 1193

36

303.2°

0.3% UP

30

ELEV 1193

36

303.2°

0.3% UP

30

ELEV 1193

36

303.2°

0.3% UP

30

ELEV 1193

36

303.2°

0.3% UP

30

ELEV 1193

36

303.2°

0.3% UP

30

ELEV 1193

36

93°20.5'W

93°19.5'W

NC-3, 22 OCT 2009 to 19 NOV 2009

LOC I-MCW <u>109.5</u>	APP CRS 355°	Rwy Idg 6501 TDZE 1193 Apt Elev 1213
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ILS or LOC RWY 36
MASON CITY MUNI (MCW)

NA	DME from MCW VORTAC.
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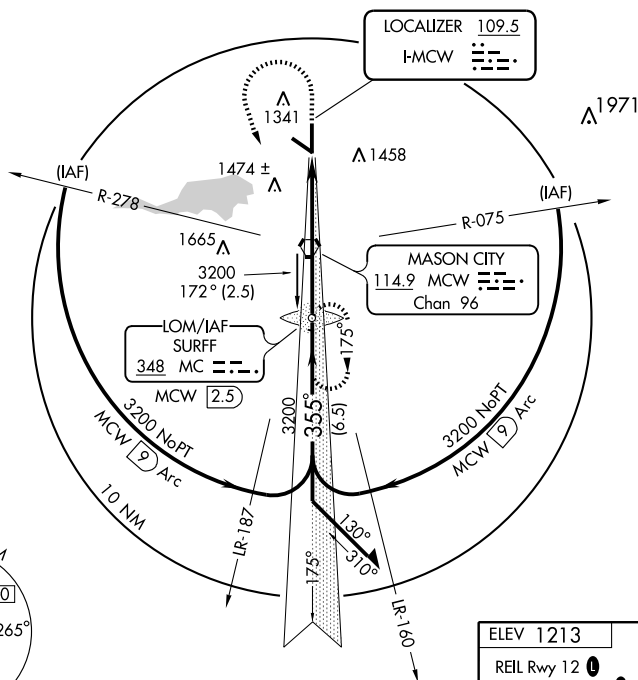
If local altimeter setting not received, use Charles City altimeter setting and increase all DA/MDA 100 feet.

MALS^R

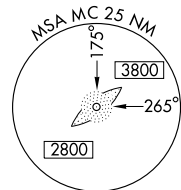
MISSED APPROACH: Climb to 2900, then climbing left turn to 3200 direct SUREFF LOM and hold.

ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF) **L**

ADF REQUIRED



Remain
within 10 NM

Remain within 10 NM

LOM MCW 2.5

175°

3200

355°

3103

3200

S 2.90°

GS 2.90°


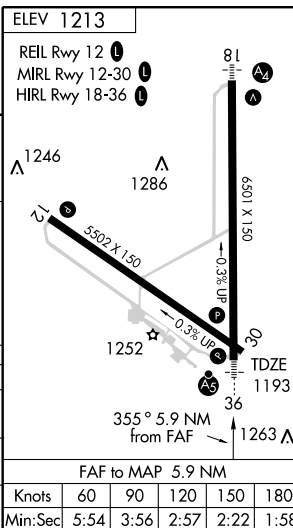
2900 ↑	3200 ↖	MC  <u>348</u>
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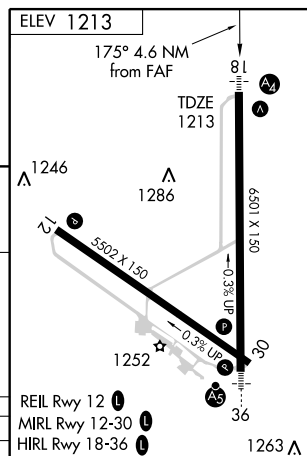
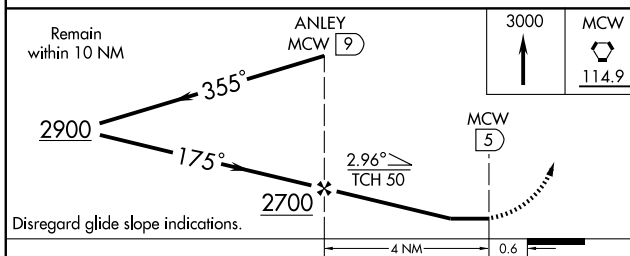
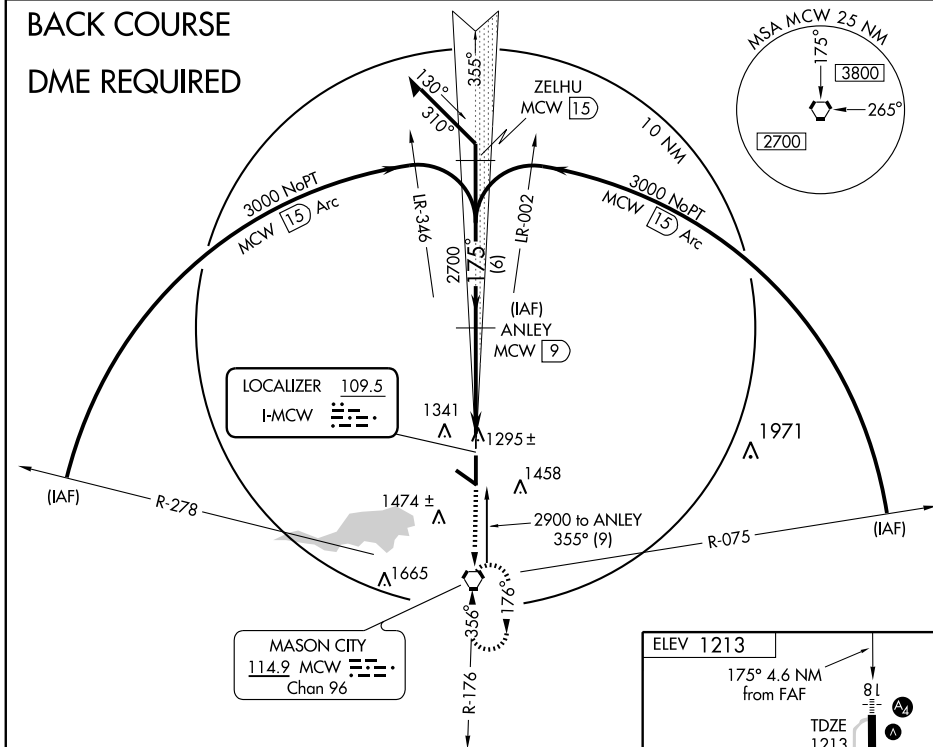
Diagram of a single polymer chain with a length of 5.9 nm.

CATEGORY	A	B	C	D
S-ILS 36	1393-½ 200 (200-½)			
S-LOC 36	1600-½ 407 (400-½)		1600-¾ 407 (400-¾)	
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½)	1840-2 627 (700-2)



ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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BACK COURSE
DME REQUIRED



CATEGORY	A	B	C	D	MIRL Rwy 12-30 HIRL Rwy 18-36	36 1263
S-18	1560-¾ 347 (400-¾)			1560-1¼ 347 (400-1¼)	FAF to MAP 4 NM	
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)	Knots	60 90 120 150 180
					Min:Sec	4:00 2:40 2:00 1:36 1:20

WAAS Chan 40100 W18A	APP CRS 175°	Rwy Idg 6501 TDZE 1213 Apt Elev 1213
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RNAV (GPS) RWY 18

MASON CITY MUNI (MCW)

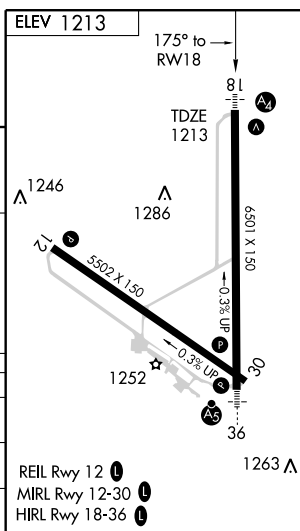
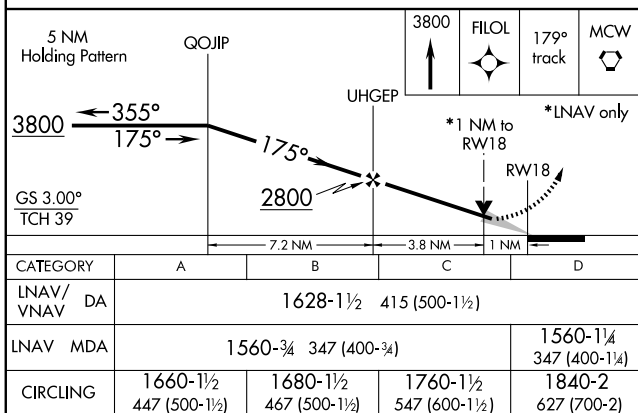
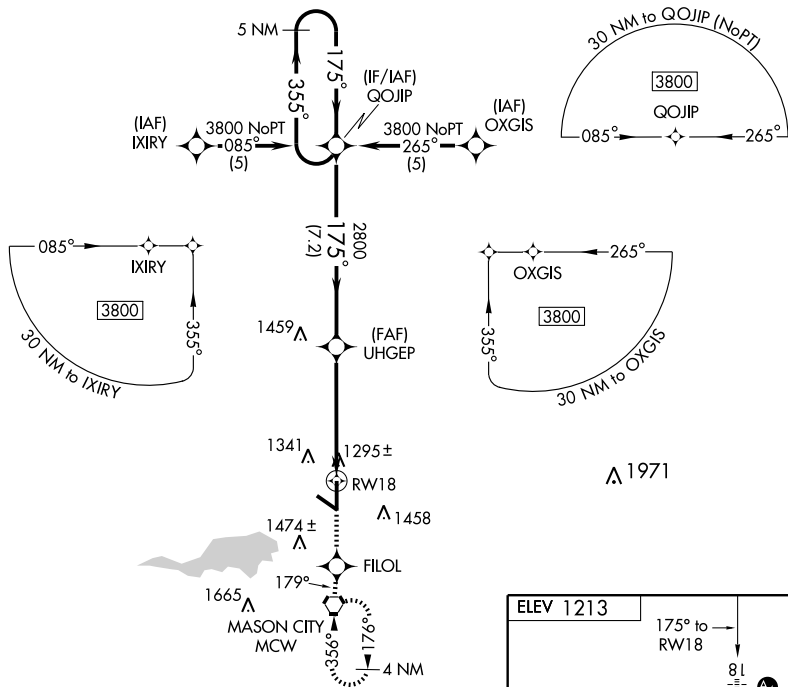
MASON CITY MUNI (MCW)

A Inoperative table does not apply to LNAV/VNAV.
Baro-VNAV NA when using Charles City altimeter setting.
If local altimeter setting not received, use Charles City altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV NA below -17°C (2°F). DME/DME RNP -0.3 NA.
VDP NA when using Charles City altimeter setting.

MALS
—||—
A₄

MISSED APPROACH: Climb to 3800 direct FILOL and via 179° track to MCW VORTAC and hold, continue climb-in-hold to 3800.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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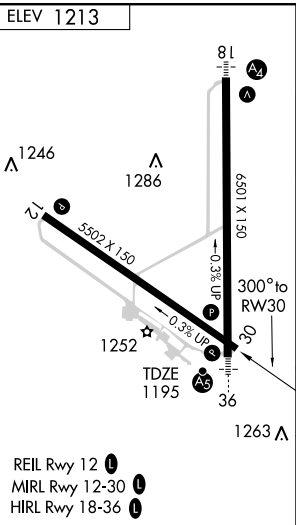
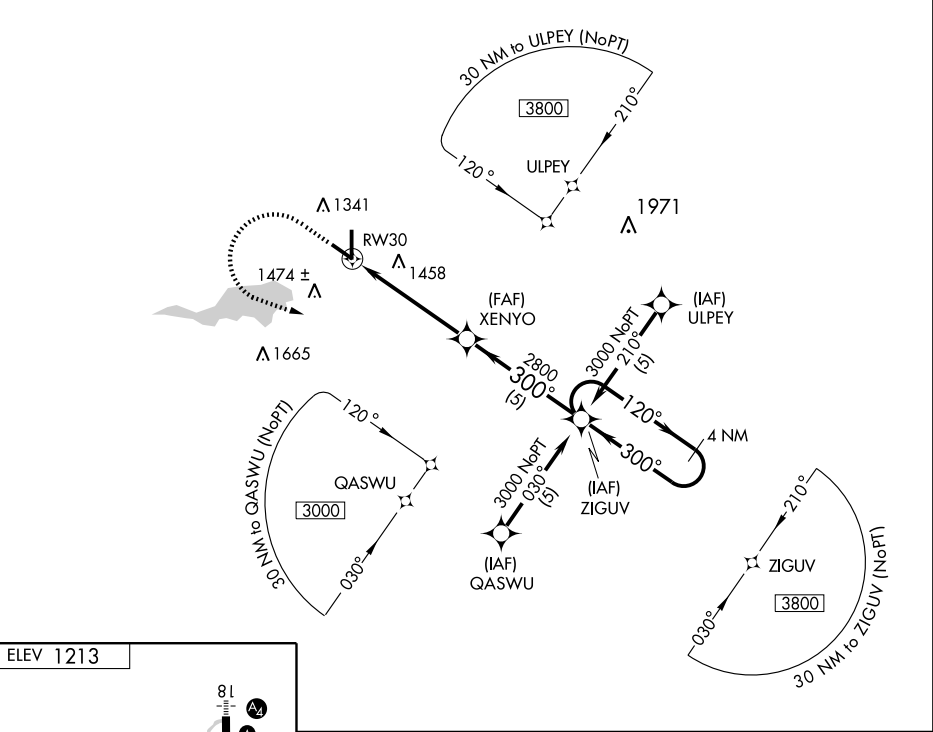


APP CRS	Rwy Idg	5502
300°	TDZE	1195
	Apt Elev	1213

⚠ NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZIGUV WP and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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2500 ↑		3000 ↖		ZIGUV ✦		ZIGUV 4 NM Holding Pattern	
RW30 ↻		1.6 NM to RW30		XENYO ✱		2800	
1.6 NM		3.4 NM		5 NM		120° → 3000 ← 300°	
2.95° TCH 40						VGSI and descent angles not coincident.	
CATEGORY		A		B		C	
GLS DA				NA			
LNAV/ VNAV		DA		NA			
LNAV MDA		1720-1 525 (600-1)		1720-1½ 525 (600-1½)		1720-1¾ 525 (600-1¾)	
CIRCLING		1720-1 507 (600-1)		1760-1½ 547 (600-1½)		1840-2 627 (700-2)	

NC-3: 22 OCT 2009 to 19 NOV 2009

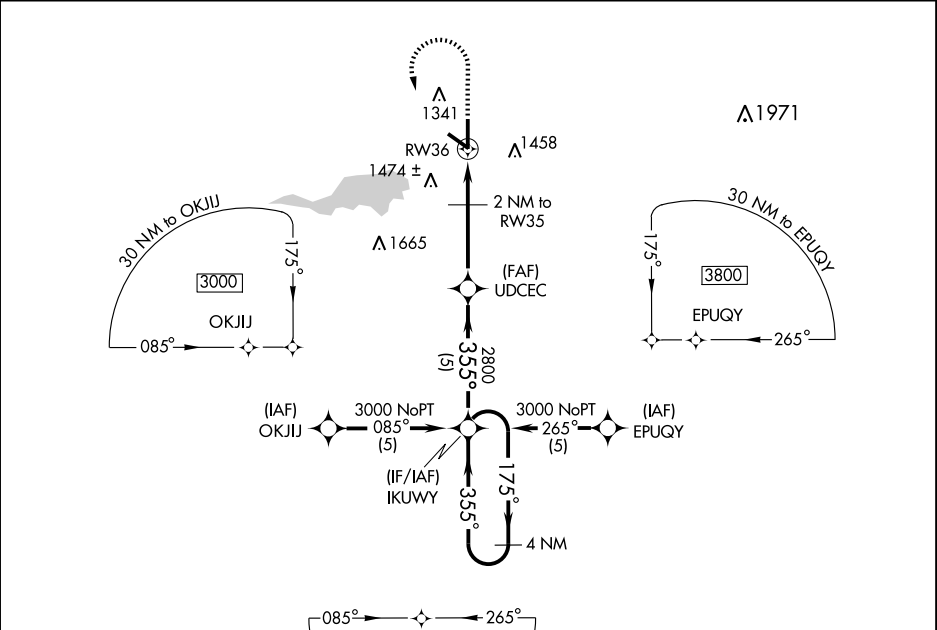
APP CRS	Rwy Idg	6501
355°	TDZE	1193
	Apt Elev	1213

RNAV (GPS) RWY 36

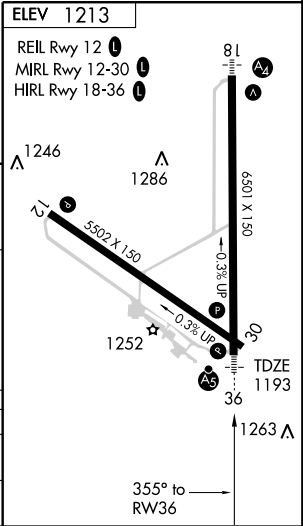
MASON CITY MUNI (MCW)

NA	If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet. Straight-in minimums NA when using Charles City altimeter setting. DME/DME RNP-0.3 NA.	MALSRL	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct IKUWY WP and hold.
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ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) 1



4 NM Holding Pattern				
IKUWY				
UDCEC				
RW36				
2000 3000 IKUWY				
3000 175° 355° 2800 355° 1780 2.93° TCH 52 2 NM to RW36				
5 NM 3 NM 2 NM				
VGSi and descent angles not coincident.				
CATEGORY	A	B	C	D
LNAV MDA	1640-½ 447 (500-½)		1640-¾ 447 (500-¾)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)



VORTAC MCW	APP CRS	Rwy Idg	6501
114.9	175°	TDZE	1213
Chan 96		Apt Elev	1213

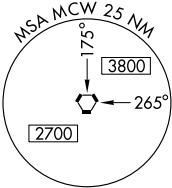
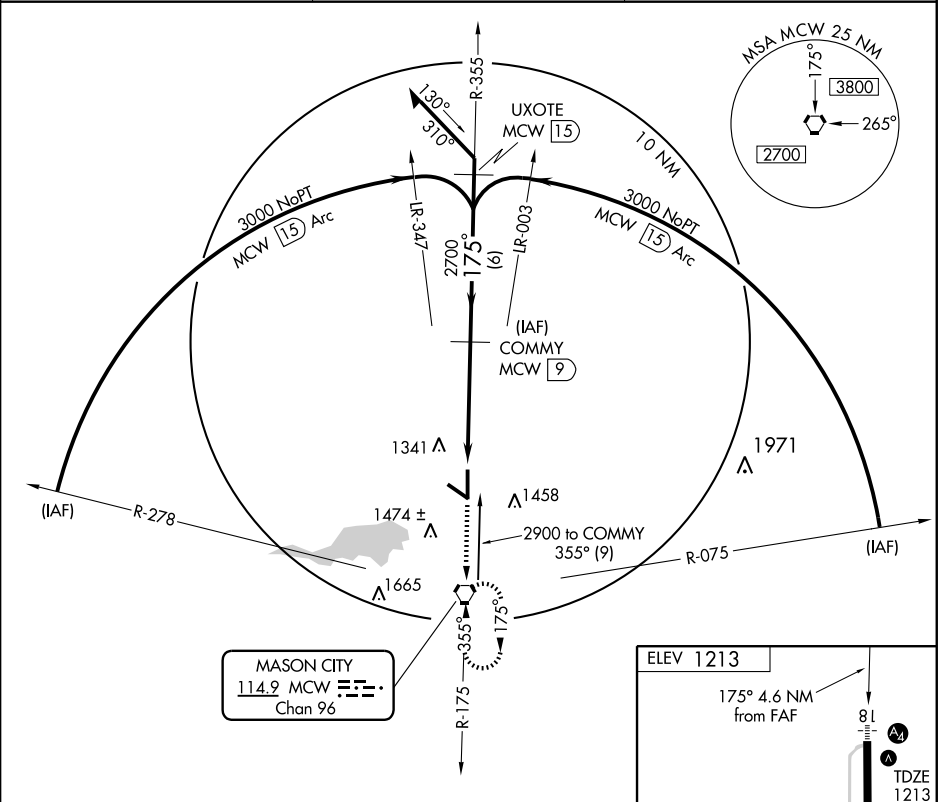
VOR/DME RWY 18
MASON CITY MUNI (MCW)

If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

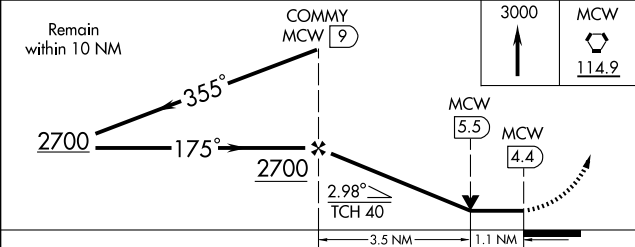


MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

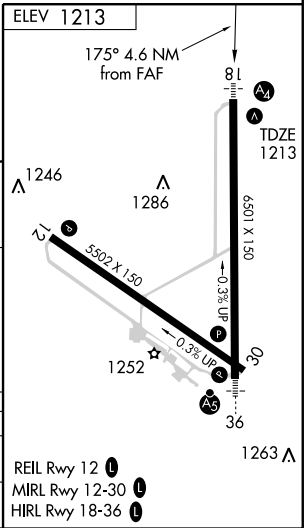
ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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MASON CITY
114.9 MCW
Chan 96



CATEGORY	A	B	C	D
S-18	1600-3/4	387 (400-3/4)		1600-1 1/4 387 (400-1 1/4)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 1/2 547 (600-1 1/2)	1840-2 627 (700-2)

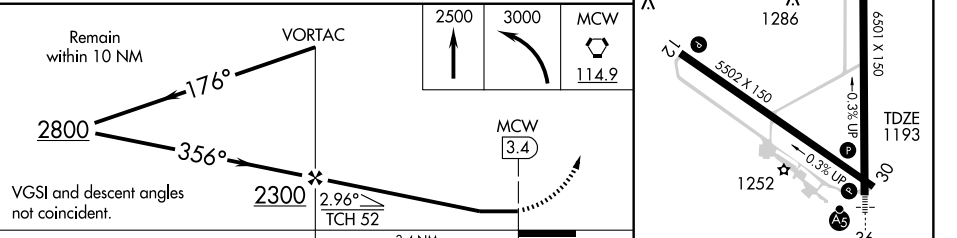
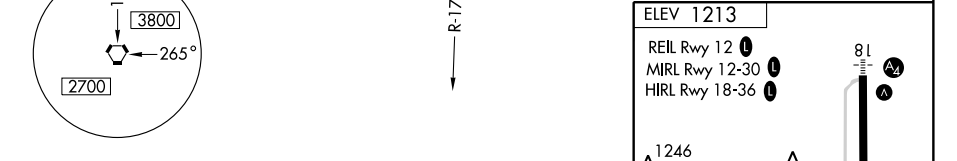
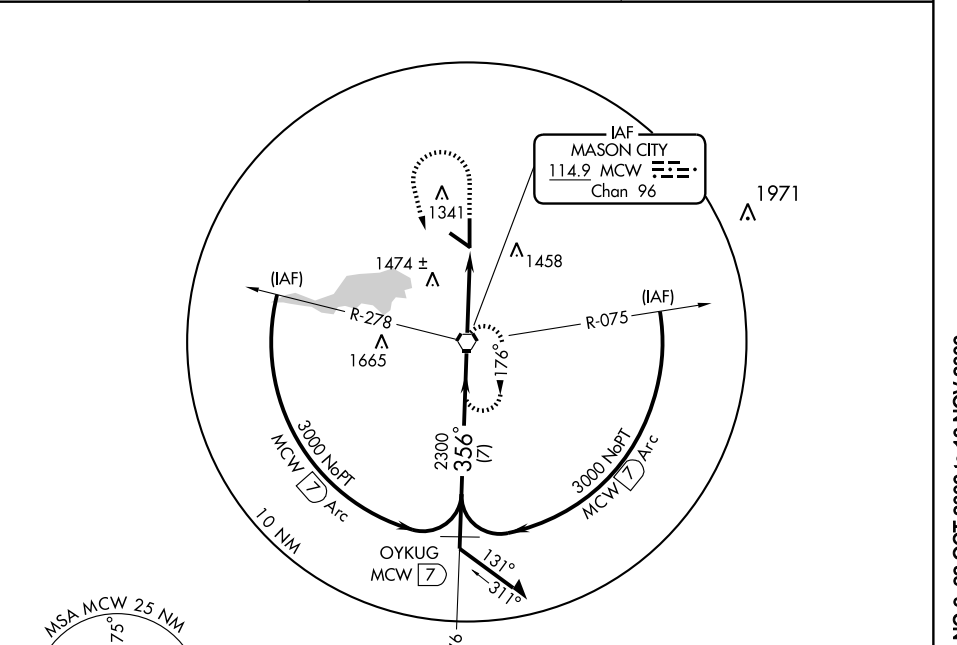


Inoperative table does not apply to Cat D.
If local altimeter setting not received, use Charles City
altimeter setting and increase all MDA 100 feet.

MALSR
AS

MISSED APPROACH: Climb to 2500, then climbing left
turn to 3000 direct MCW VORTAC and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 3.4 NM					
S-36	1640-1/2	447 (500-1/2)	1640-3/4	447 (500-3/4)	1640-1	447 (500-1)	Knots	60	90	120
CIRCLING	1660-1	1680-1	1760-1 1/2	1840-2	1840-2	627 (700-2)	Min:Sec	3:24	2:16	1:42
	447 (500-1)	467 (500-1)	547 (600-1 1/2)	627 (700-2)				1:22	1:08	

▼

Procedure not authorized at night. Use Spencer altimeter setting;
If not received, procedure not authorized.

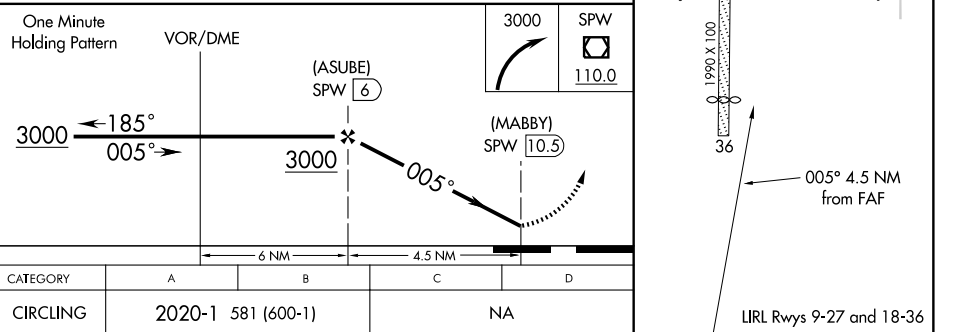
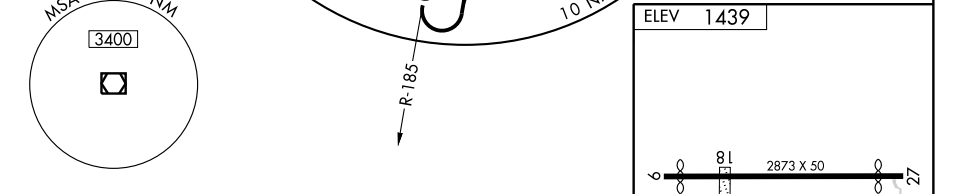
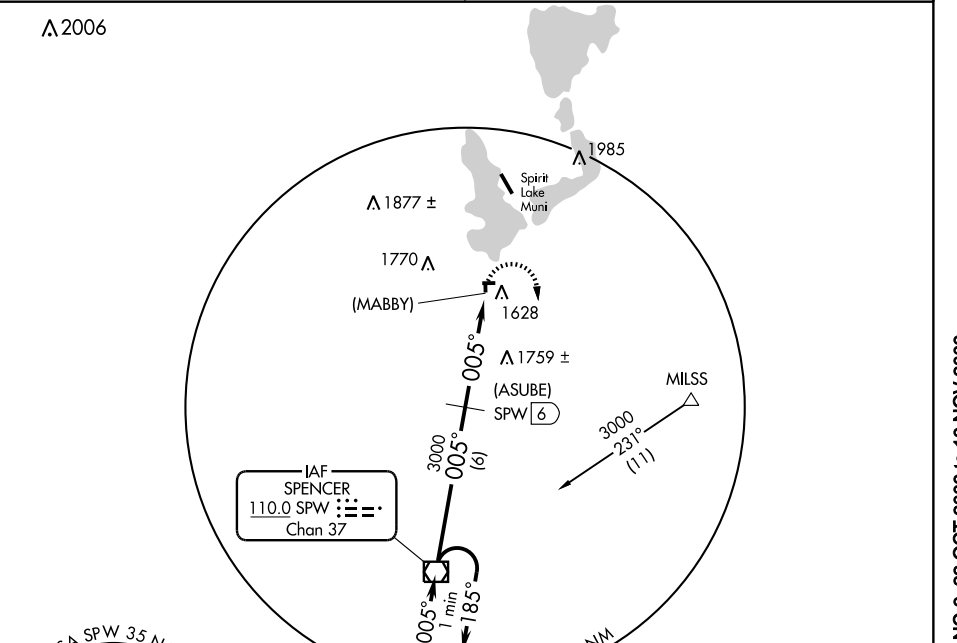
▲

NA

MISSED APPROACH: Climbing right turn to 3000
direct SPW VOR/DME and hold.

MINNEAPOLIS CENTER
127.75 257.7

CTAF
122.9



APP CRS	Rwy Idg	4400
153°	TDZE	827
	Apt Elev	849

RNAV (GPS) RWY 15
MONTICELLO RGNL (MXO)

MONTICELLO RGNL (MXO)



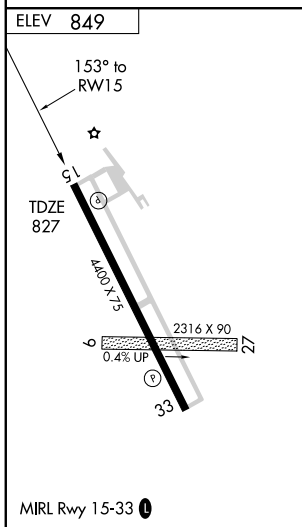
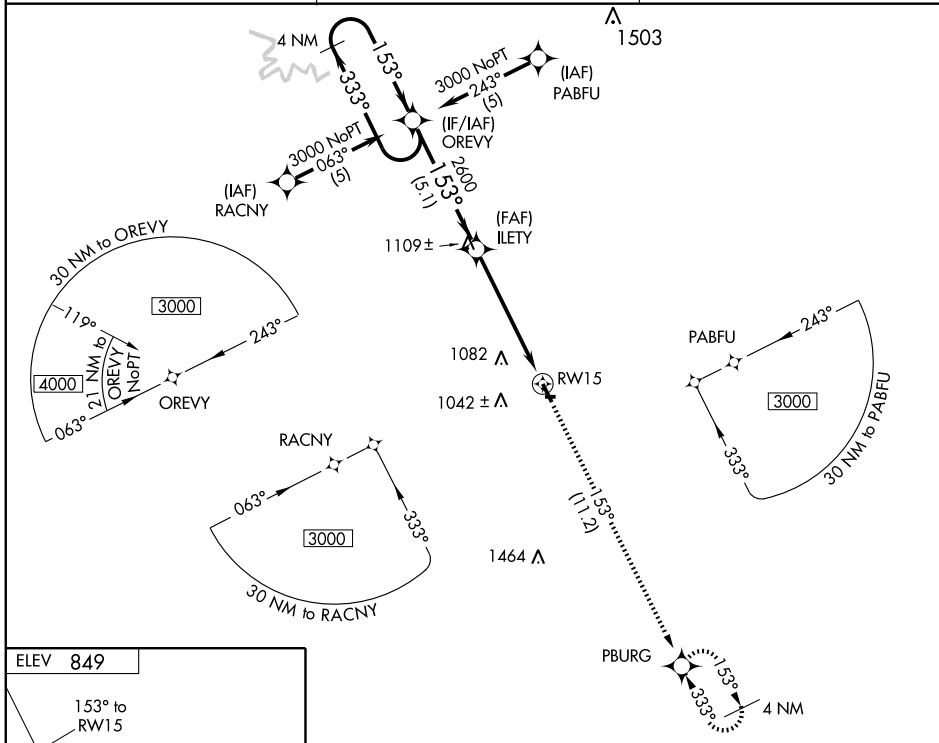
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Baro-VNAV NA below -16°C (4°F)

MISSED APPROACH: Climb to 3000 via 153° course to PBURG WP and hold.

AWOS-3
119,275

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF) **L**

[illegible]

APP CRS	Rwy Idg	4400
333°	TDZE	829
	Apt Elev	849

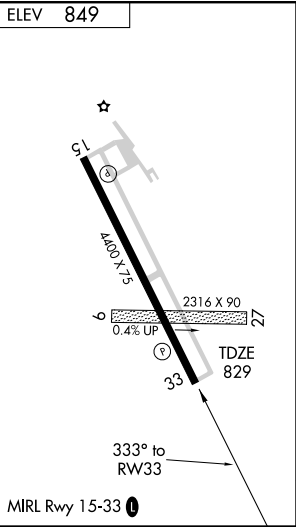
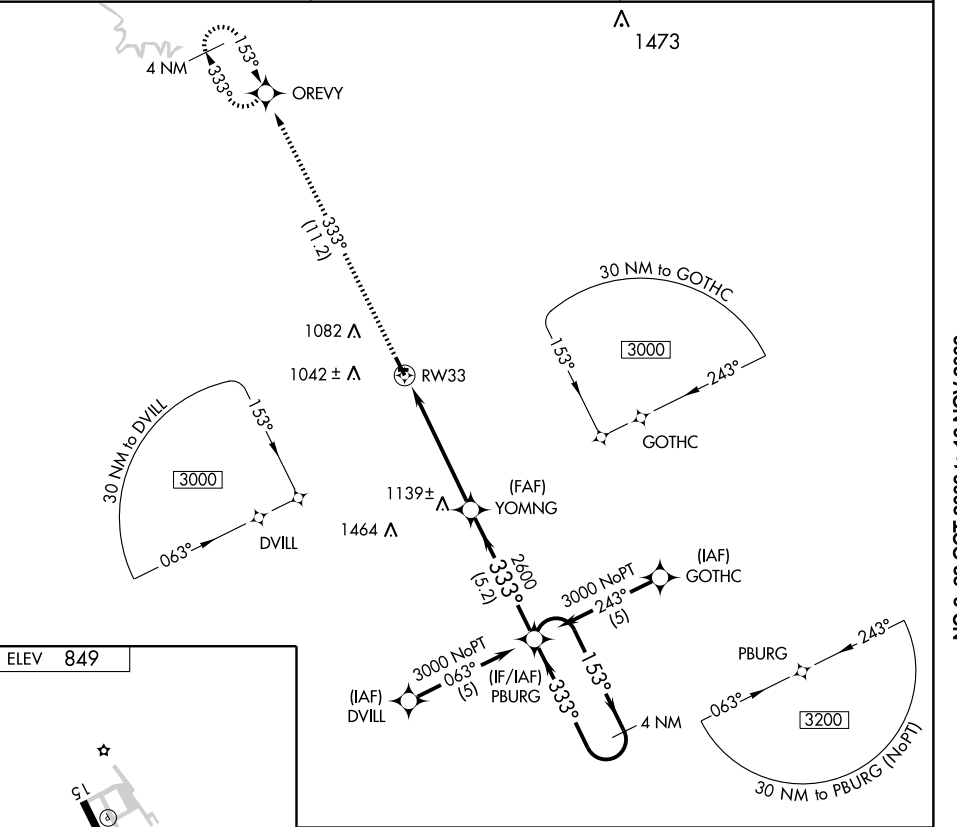
RNAV (GPS) RWY 33

MONTICELLO RGNL (MXO)

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 333° course to OREVY WP and hold.

AWOS-3 119.275	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF)
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	3000	OREVY				
	333° CRS					
	RW33	YOMNG	PBURG	4 NM Holding Pattern		
		2600				
	≤ 3.05° TCH 40					
	5.4 NM	5.2 NM				
CATEGORY	A	B	C	D		
LNAV MDA	1340-1	511 (500-1)	1340-1½ 511 (500-1½)	NA		
CIRCLING	1360-1 511 (600-1)	1380-1 531 (600-1)	1400-1½ 551 (600-1½)	NA		

NDB MPZ	APP CRS	Rwy Idg	4001
<u>212</u>	325°	TDZE	734
		Apt Elev	734

NDB or GPS RWY 33

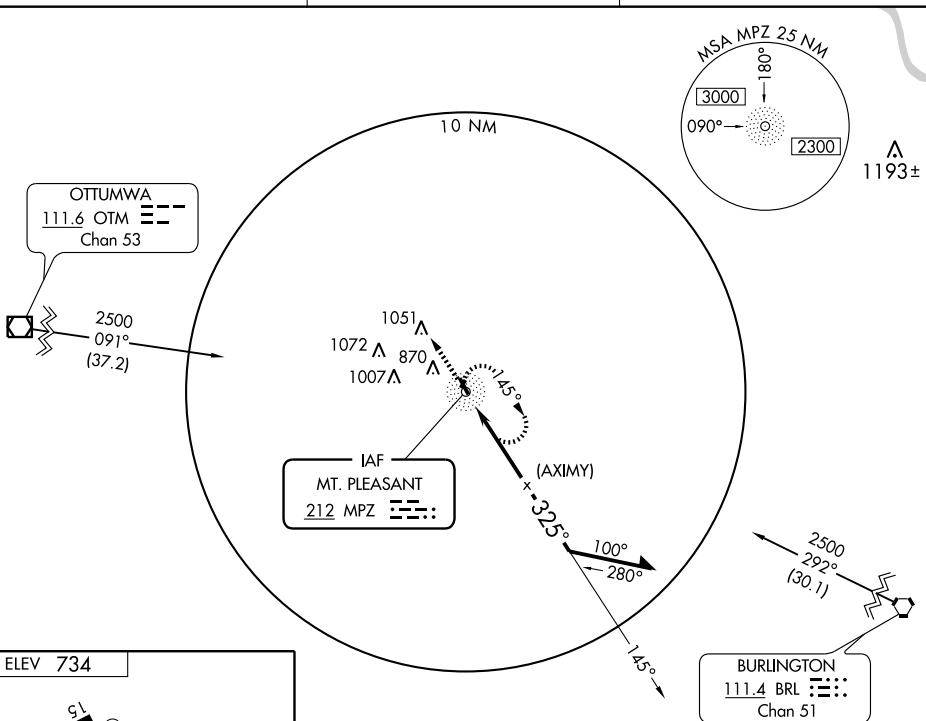
T Use Burlington altimeter setting.

A NA

MISSED APPROACH: Climb to 2300 then direct MPZ NDB and hold.

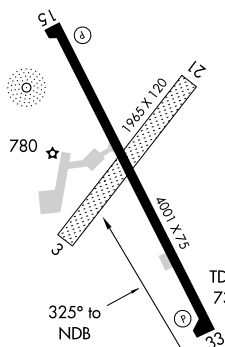
AWOS-3
119.325

CHICAGO CENTER
135.6 316.1

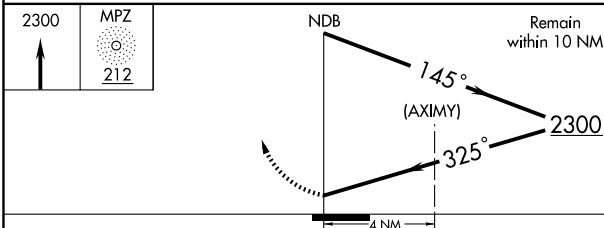
UNICOM
123.05 (CTAF) **L**

NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 734



REIL Rwy 33 **L**
MIRL Rwy 15-33



CATEGORY	A	B	C	D
S-33	1340-1	606 (700-1)	1340-1¾ 606 (700-1¾)	NA
CIRCLING	1340-1 606 (700-1)	1420-1 686 (700-1)	1420-2 686 (700-2)	NA

▼

▲

If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
VDP NA with Iowa City Muni altimeter setting.

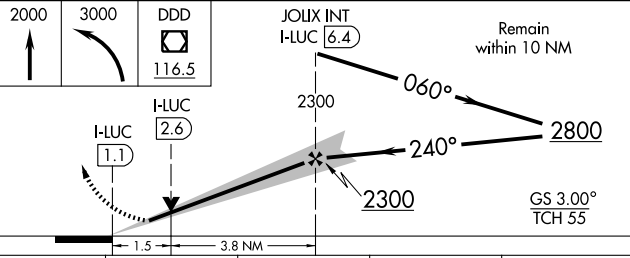
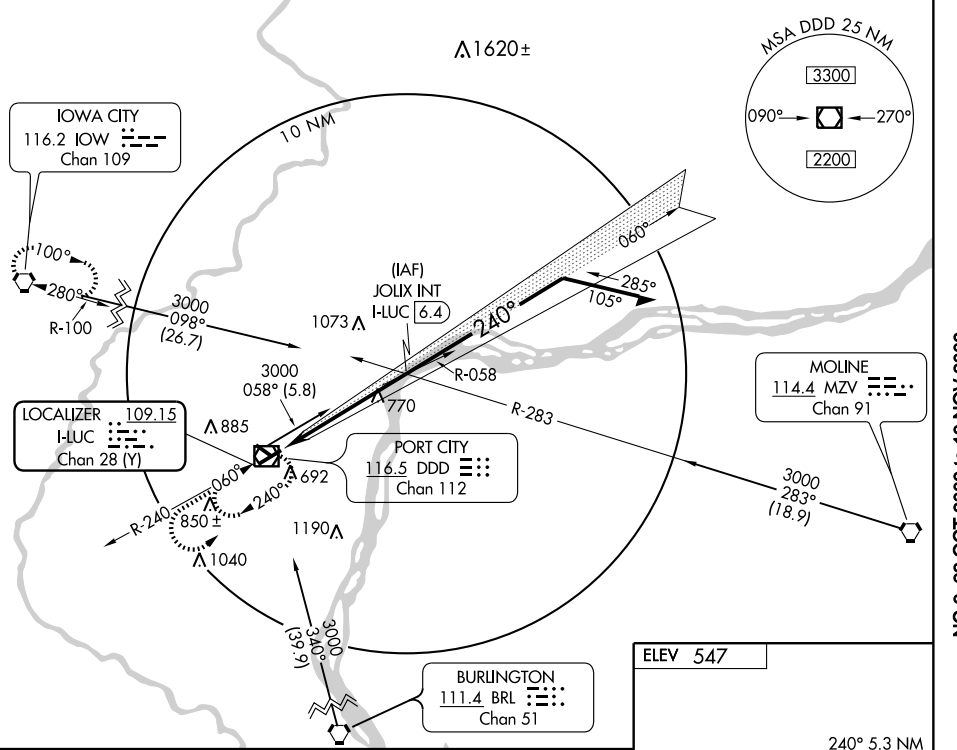
MALSR

AS

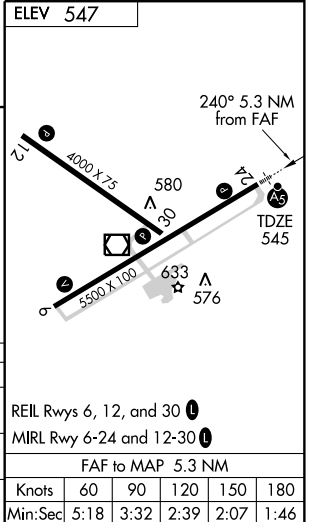
⋮

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3 119.775	QUAD CITY APP CON★ 118.2 257.8	CINC DEL 124.25	UNICOM 122.7 (CTAF) ①
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CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)	1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)	
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)



NC-3, 22 OCT 2009 to 19 NOV 2009

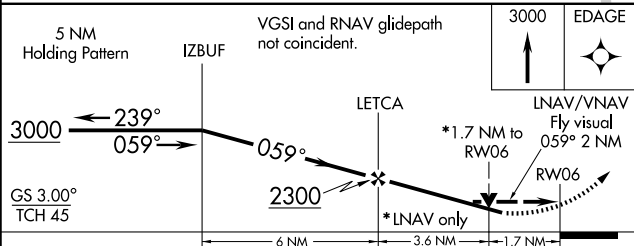
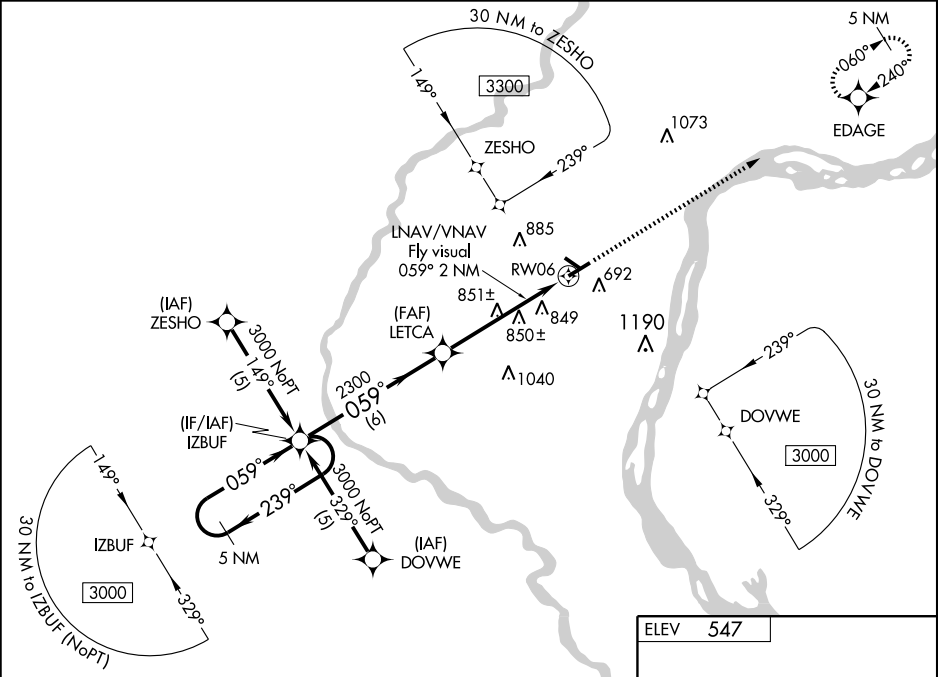
WAAS CH 53701 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev 547
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RNAV (GPS) RWY 6
MUSCATINE MUNI (MUT)

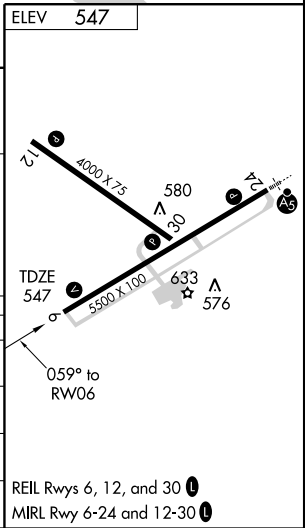
⚠ DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3 119.775	QUAD CITY APP CON * 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
LNNAV/VNAV DA	1232-2 685 (700-2)			1232-2¼ 685 (700-2¼)
LNNAV MDA	1120-1 573 (600-1)	1120-1½ 573 (600-1½)		1120-1¾ 573 (600-1¾)
CIRCLING	1120-2½ 573 (600-2½)	1160-2½ 613 (700-2½)	1200-2½	653 (700-2½)



WAAS
CH 99701
W24A

APP C
240

Rwy Idg	
TDZE	
Apt Elev	

5500
545
547

RNAV (GPS) RWY 24
MUSCATINE MUNI (MUT)

DME/DME RNP-0.3 NA.

For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV Cat. D visibility to 1¼.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).

If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.

Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

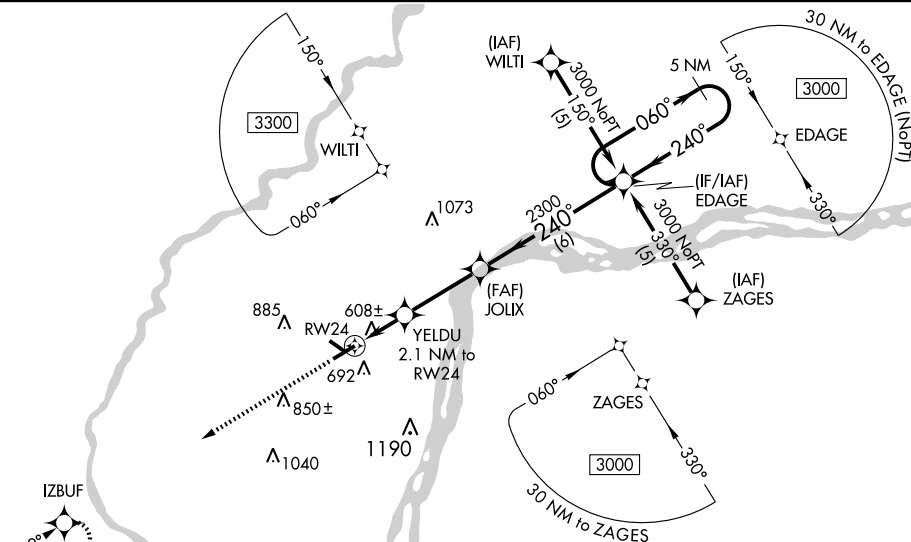
MALSR



MISSED APPROACH: Climb to 3000 direct IZBUF and hold.

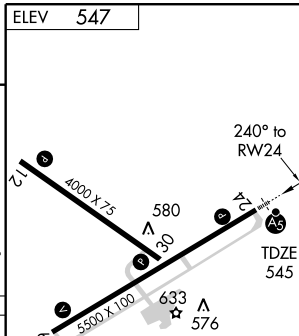
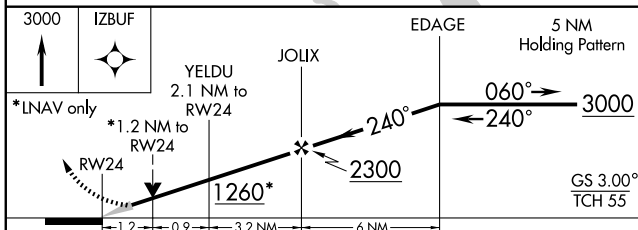
AWOS-3
119.775

QUAD CITY APP CON ★
118.2 257.8

CLNC DEL
124.25UNICOM
122.7 (CTAF) **L**

NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 547



CATEGORY		A	B	C	D
LPV	DA	812-½ 267 (300-½)			
LNAV/ VNAV	DA	874-¾ 329 (400-¾)			
LNAV MDA		960-½ 415 (500-½)	960-¾ 415 (500-¾)	960-1 415 (500-1)	
CIRCLING		1000-1¼ 453 (500-1¼)	1160-1¼ 613 (700-1¼)	1200-1¼ 653 (700-1¼)	1200-2 653 (700-2)

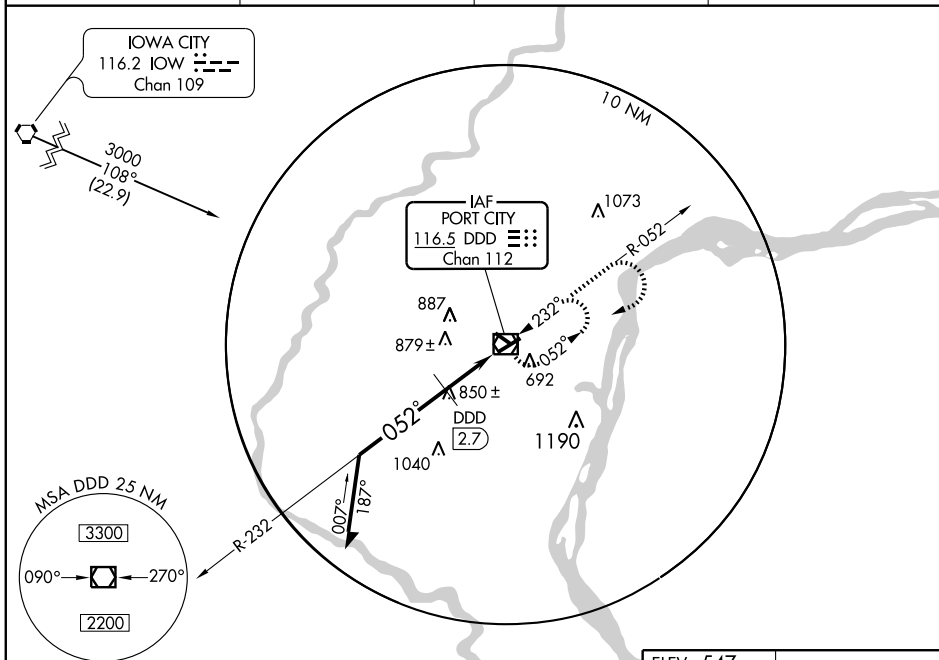
REIL Rwys 6, 12, and 30 **L**
MIRL Rwy 6-24 and 12-30 **L**

VOR/DME DDD 116.5 Chan 112	APP CRS 052°	Rwy Idg TDZE Apt Elev	5500 547 547
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VOR RWY 6

MUSCATINE MUNI (MUT)

		MISSED APPROACH: Climb to 3000, then right turn direct DDD VOR/DME and hold.	
AWOS-3 119.775	QUAD CITY APP CON ★ 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF)



ELEV 547

Remain within 10 NM

VOR/DME

3000

DDD

116.5

VGSI and descent angles not coincident.

2300

232°

052°

1340

3.00°

TCH 40

0.6 NM

1.7 NM

0.4 NM

4000 X 75

580

30

052° to VOR/DME

5500 X 100

633

576

TDZE 547

CATEGORY	A	B	C	D
S-6	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
CIRCLING	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
DME MINIMUMS				
S-6	1140-1 593 (600-1)	1140-1½ 593 (600-½)	1140-1¾ 593 (600-¾)	1140-2 593 (600-2)
CIRCLING	1140-1 593 (600-1)	1200-1¾ 653 (700-¾)	1200-2 653 (700-2)	1200-2 653 (700-2)

REIL Rwy 6, 12, and 30

MIRL Rwy 6-24 and 12-30

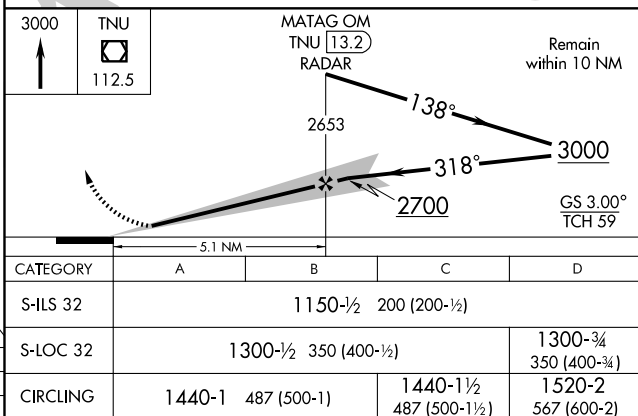
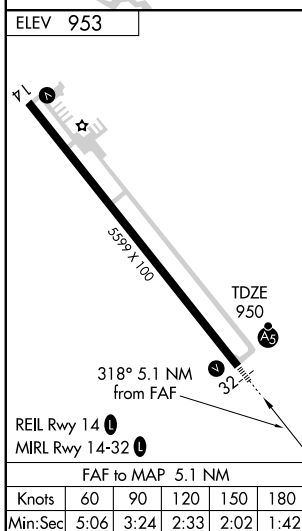
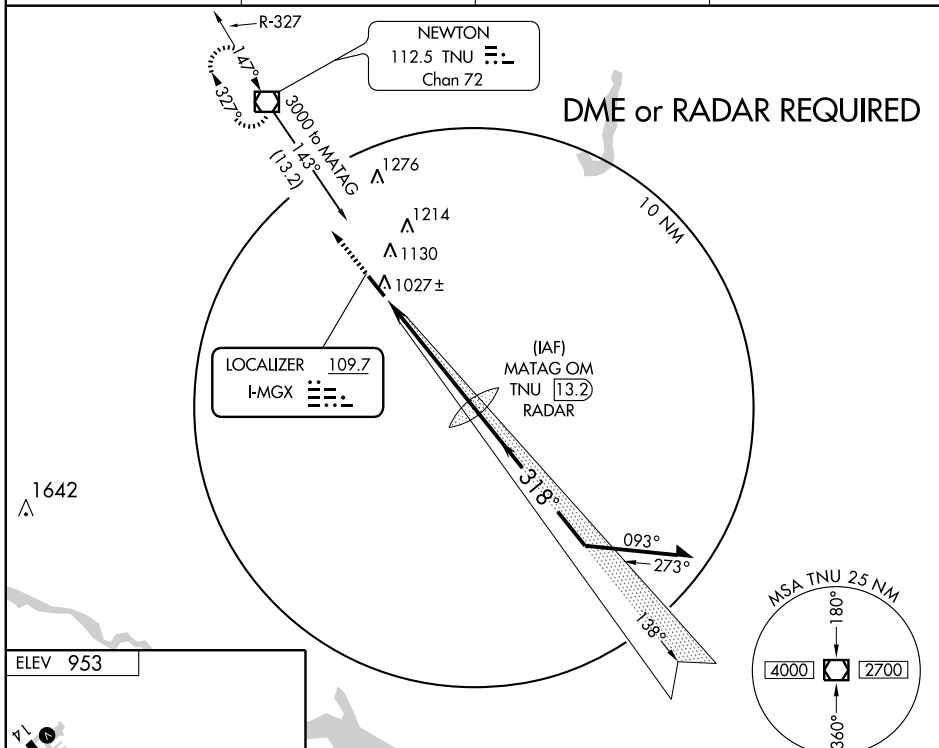
LOC I-MGX <u>109.7</u>	APP CRS 318°	Rwy Idg 5599 TDZE 950 Apt Elev 953
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ILS or LOC RWY 32



MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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APP CRS	Rwy Idg	5599
138°	TDZE	952
	Apt Elev	952

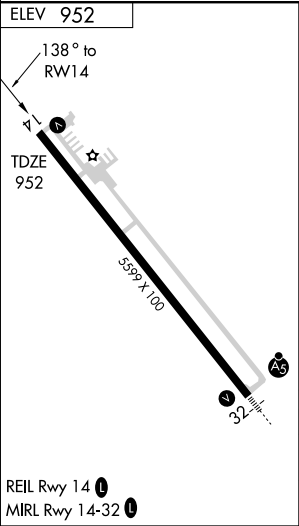
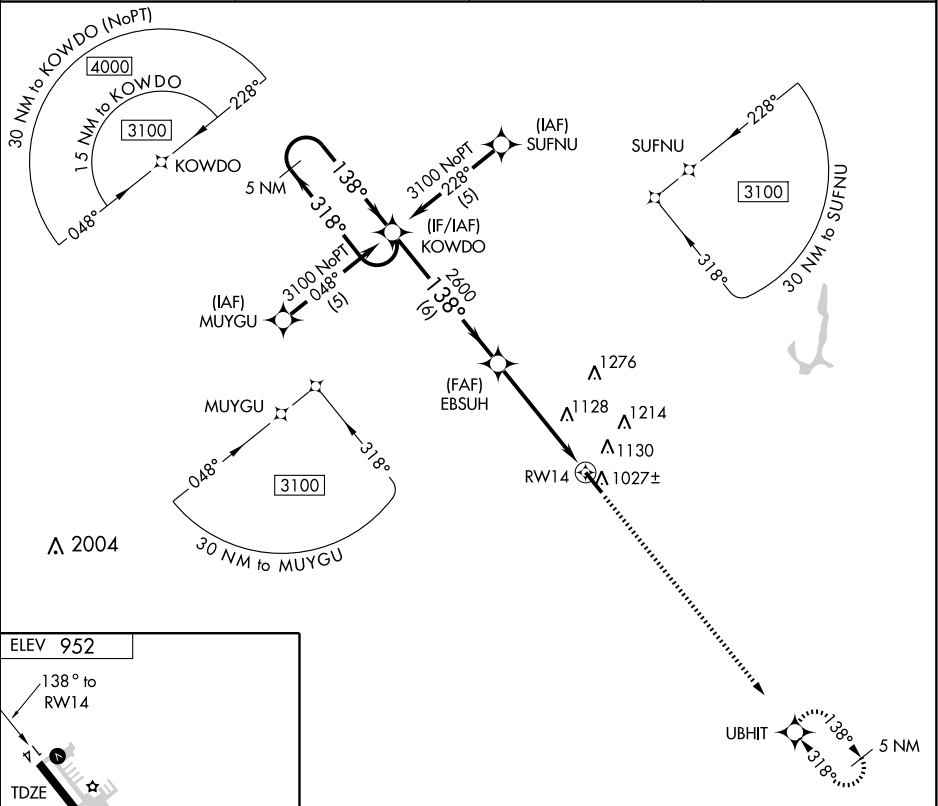
RNAV (GPS) RWY 14

NEWTON MUNI (TNU)

⚠ If local altimeter setting not received, use Des Moines altimeter setting and increase all MDAs 80 feet.
⚠ DME/DME RNP-0.3 NA.
VDP NA when using Des Moines altimeter setting.

MISSED APPROACH: Climb to 2700 direct UBHIT and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		KOWDO		EBSUH		1.4 NM to RW14		2700	UBHIT		
3100		318°		138°		138°		318°			
		2600		3.04°		TCH 39		RW14			
		6 NM		3.6 NM		1.4 NM					
CATEGORY		A	B	C	D						
LNAV MDA		1440-1	488 (500-1)	1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)						
CIRCLING		1440-1	488 (500-1)	1440-1½ 488 (500-1½)	1520-2 568 (600-2)						

WAAS CH 99702 W32A	APP CRS 318°	Rwy Idg TDZE Apt Elev	5599 950 952
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RNAV (GPS) RWY 32
NEWTON MUNI (TNU)

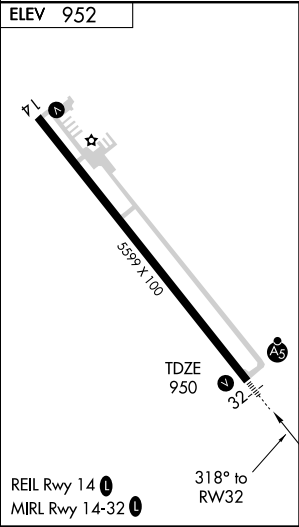
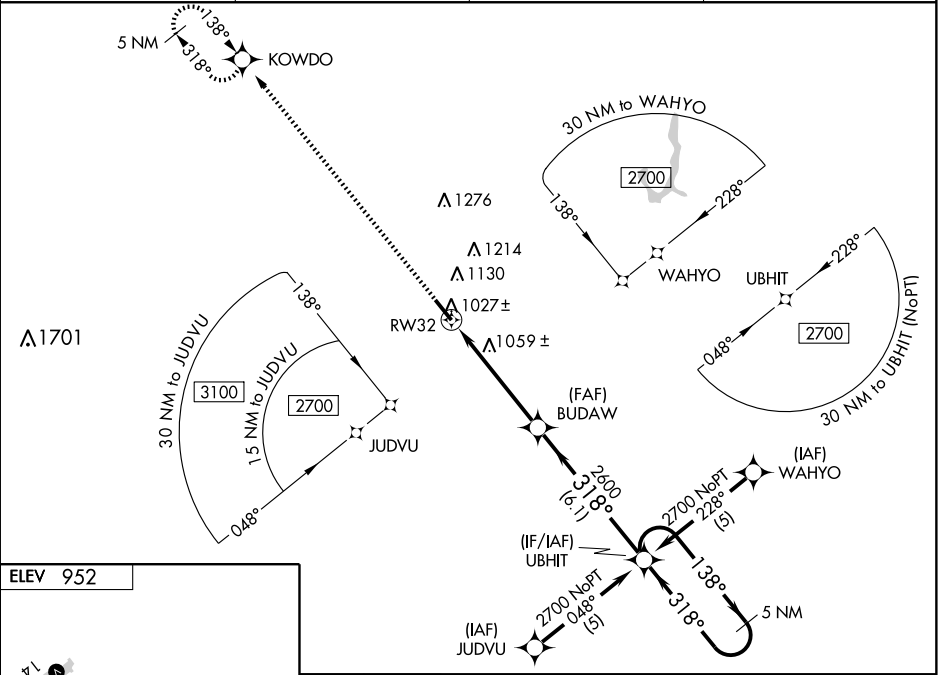
⚠ For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1 1/4 mile.
⚠ Baro-VNAV NA when using Des Moines altimeter setting.
If local altimeter setting not received, use Des Moines altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP NA when using Des Moines altimeter setting.


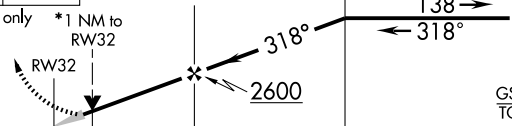
MALSR



MISSED APPROACH: Climb to 3100 direct KOWDO and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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3100 ↑	KOWDO 	VGSI and RNAV glidepath not coincident.	UBHIT	5 NM Holding Pattern	
*LNAV only	*1 NM to RW32	BUDAW			
					
CATEGORY		A	B	C	D
LPV DA	1200-1/2 250 (300-1/2)				
LNAV/VNAV DA	1259-1/2 309 (400-1/2)			1259-3/4 309 (400-3/4)	
LNAV MDA	1320-1/2 370 (400-1/2)			1320-1 370 (400-1)	
CIRCLING	1440-1 488 (500-1)		1440-1 1/2 488 (500-1 1/2)		1520-2 568 (600-2)

VOR/DME TNU 112.5 Chan 72	APP CRS 147°	Rwy Idg 5599 TDZE 952 Apt Elev 953
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VOR RWY 14
NEWTON MUNI (TNU)

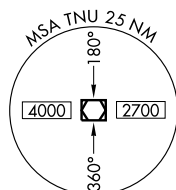
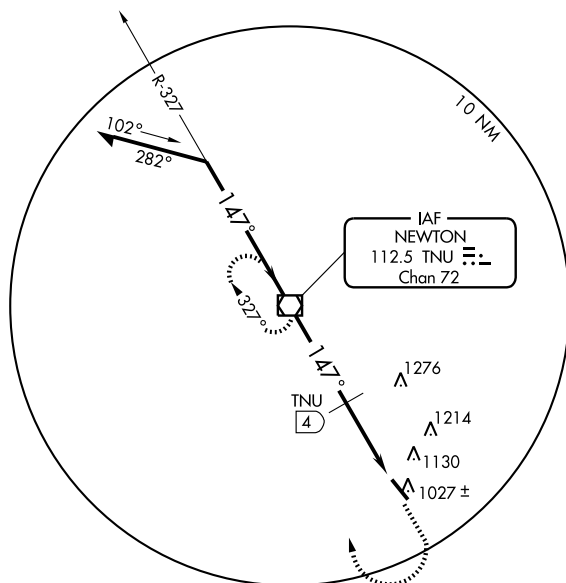


MISSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.

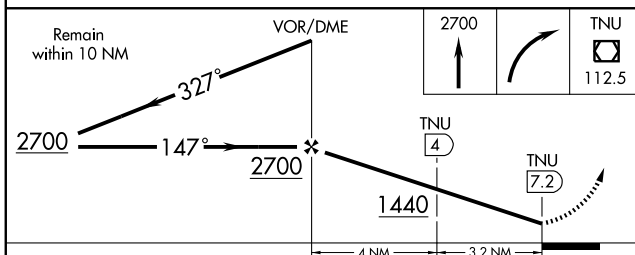
AWOS-3
132,275

DES MOINES APP CON
123.9 307.15

CLNC DEL
126,3

UNICOM
122.8 (CTAF) **L**

2004



CATEGORY	A	B	C	D
S-14	1440-1	488 (500-1)	1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)
DME MINIMUMS				
S-14	1380-1	428 (500-1)	1380-1¼ 428 (500-1¼)	1380-1½ 428 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

ELEV 953

147° 7.2 NM
from FAF

TC

9.

REIL Rwy 14 L

MIRL Rwy 14-32 L

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

VOR RWY 32
NEWTON MUNI (TNU)

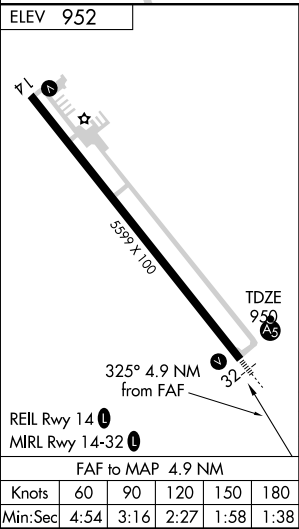
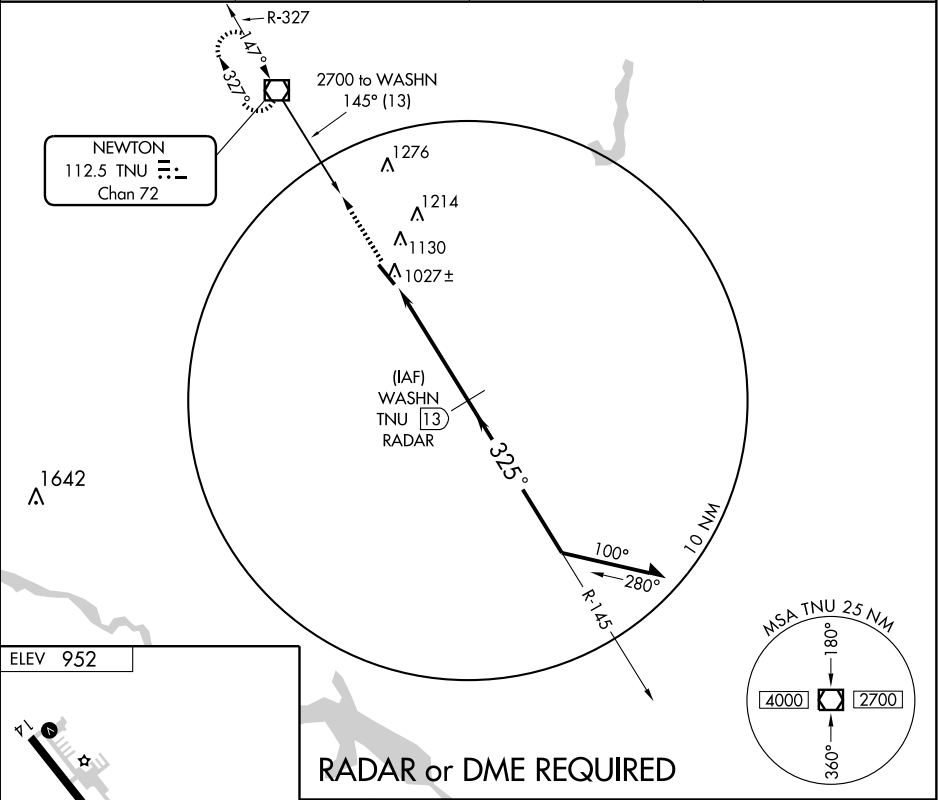
VOR/DME TNU	APP CRS	Rwy Idg	5599
112.5	325°	TDZE	950
Chan 72		Apt Elev	952

For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.



MISSED APPROACH: Climb to 2700 direct TNU VOR/DME and hold.


AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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2700	TNU	WASHN TNU 13/RADAR	Remain within 10 NM	
↑	112.5			
VGSI and descent angles not coincident.				
TNU 8.1	325°	325°	2700	
	4.9 NM			
CATEGORY	A	B	C	D
S-32	1300-½ 350 (400-½)			1300-1 350 (400-1)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

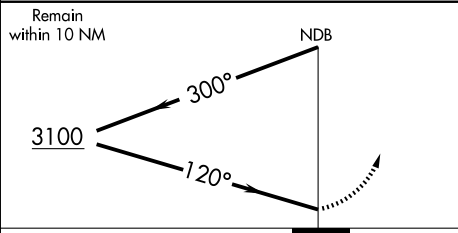
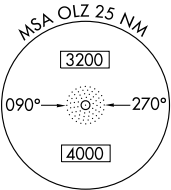
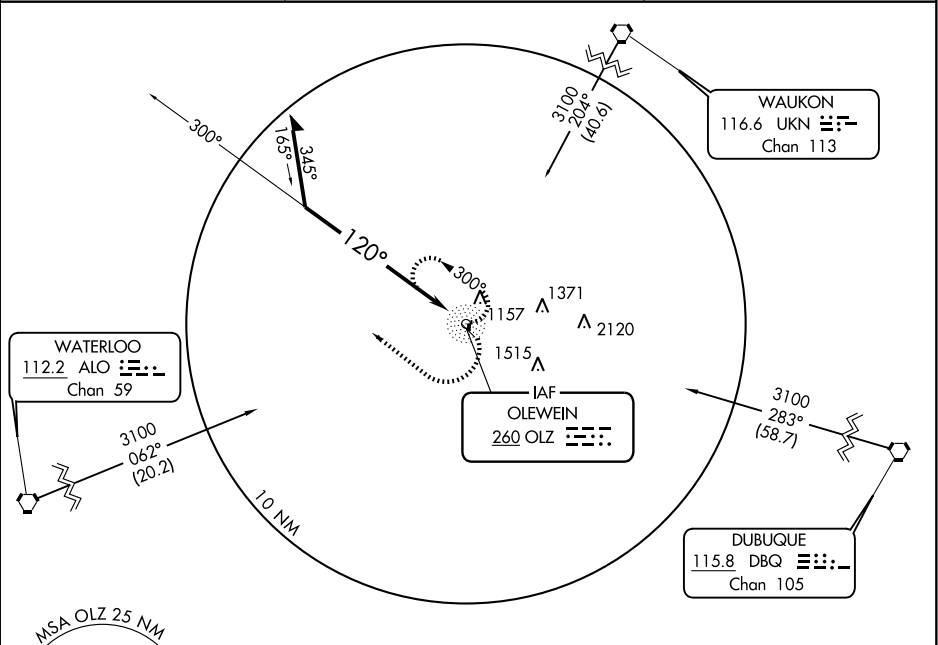
NDB RWY 13
OELWEIN MUNI (OLZ)

NDB	OLZ	APP CRS	Rwy Idg	4001
	<u>260</u>	<u>120°</u>	TDZE	1076
			Apt Elev	1076



NA


MISSED APPROACH: Climbing right turn to 3100 via heading 300° then direct OLZ NDB and hold.

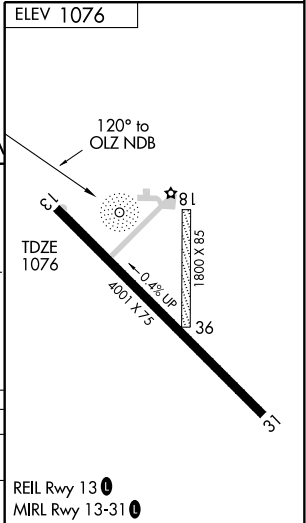
AWOS-3 119.675	WATERLOO APP CON* 118.9 257.8	UNICOM 122.8 (CTAF) 
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3100


HDG 300°

OLZ

260



CATEGORY	A	B	C	D
S-13	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)
CIRCLING	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)

RNAV (GPS) RWY 13

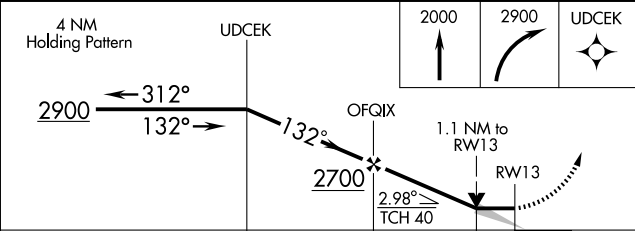
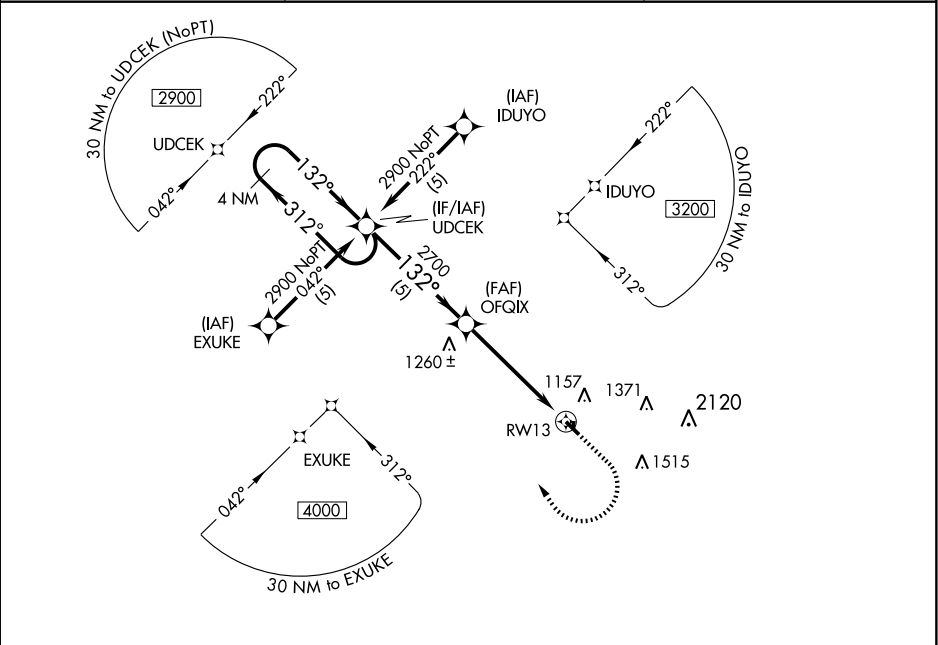
OELWEIN MUNI (OLZ)

APP CRS	Rwy Idg	4001
132°	TDZE	1076
	Apt Elev	1076

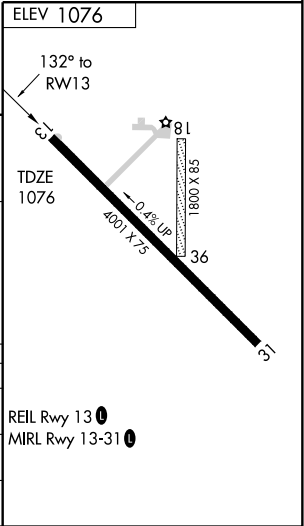
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

AWOS-3 119.675	WATERLOO APP CON* 118.9 257.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
INAV/VNAV DA	NA			
INAV MDA	1460-1 384 (400-1)			1460-1 384 (400-1)
CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1540-1 464 (500-1)	1640-2 564 (600-2)



REIL Rwy 13 0
MIRL Rwy 13-31 0

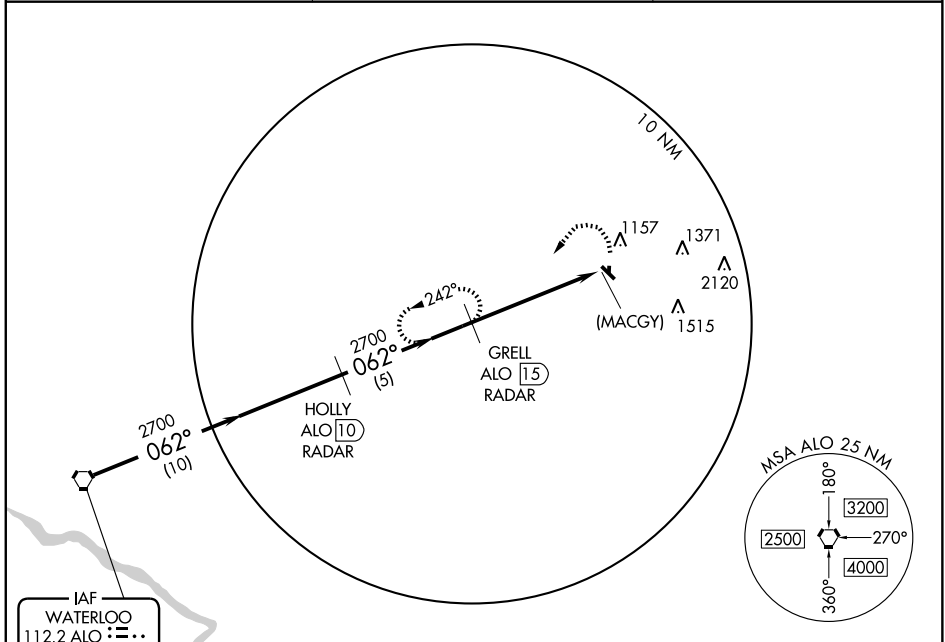
VORTAC ALO	APP CRS	Rwy Idg	N/A
112.2	062°	TDZE	N/A
Chan 59		Apt Elev	1076

VOR or GPS-A

OELWEIN MUNI (OLZ)

<p>▼ Radar not available when Waterloo Tower not in operation.</p>	<p>MISSED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.</p>
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<p>AWOS-3 119.675</p>	<p>WATERLOO APP CON ★ 118.9 257.8</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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Chan 59

2309

DME OR RADAR REQUIRED

VORTAC

4000

062°

2700

062°

2700

GRELL ALO 15 RADAR

2700

ALO R-062

15

(MACGY) ALO 20

10 NM

5 NM

5 NM

Procedure Turn NA

ELEV 1076

31

81

0.4° UP

1800 X 85

36

4001 X 75

062° 5 NM from FAF

REIL Rwy 13

MIRL Rwy 13-31

CATEGORY	A	B	C	D	FAF to MAP 5 NM					
CIRCLING	1600-1	524 (600-1)	1640-1½ 564 (600-1½)	1640-2 564 (600-2)	Knots	60	90	120	150	180
					Min:Sec	5:00	3:20	2:30	2:00	1:40

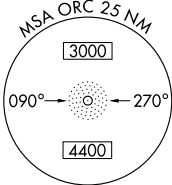
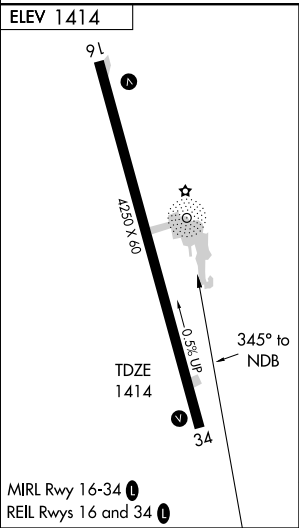
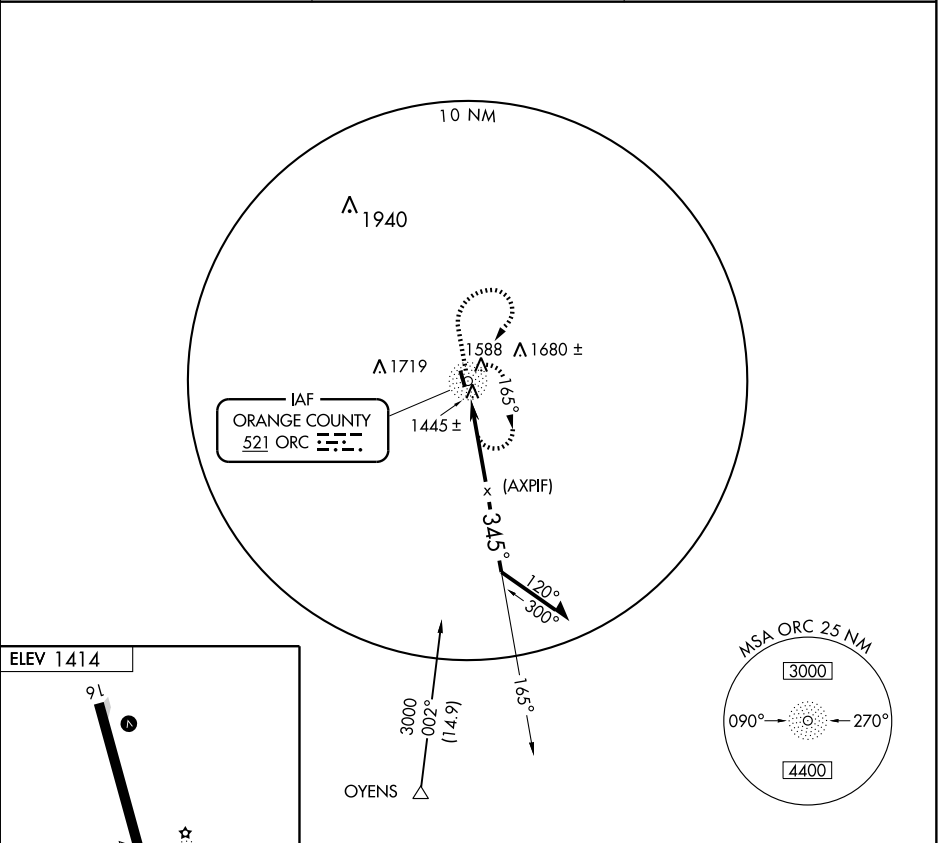
NDB ORC 521	APP CRS 345°	Rwy Idg TDZE Apt Elev	4250 1414 1414
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NDB or GPS RWY 34

ORANGE CITY MUNI (ORC)

 NA	MISSED APPROACH: Climb to 3000 then right turn direct ORC NDB and hold.
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AWOS-3 127.825	MINNEAPOLIS CENTER 124.1 269.0	UNICOM 122.8 (CTAF)
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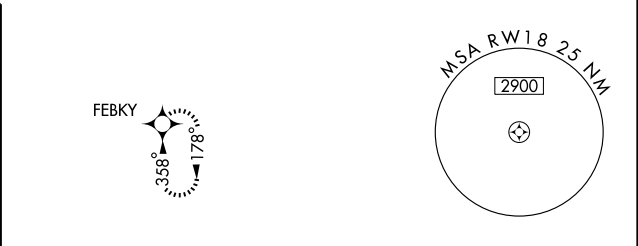
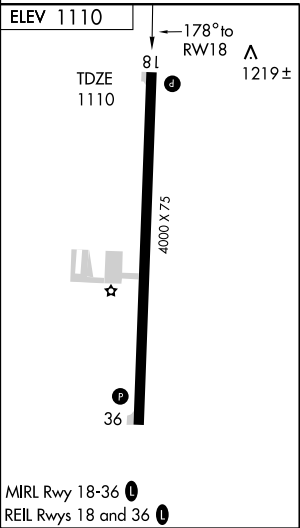
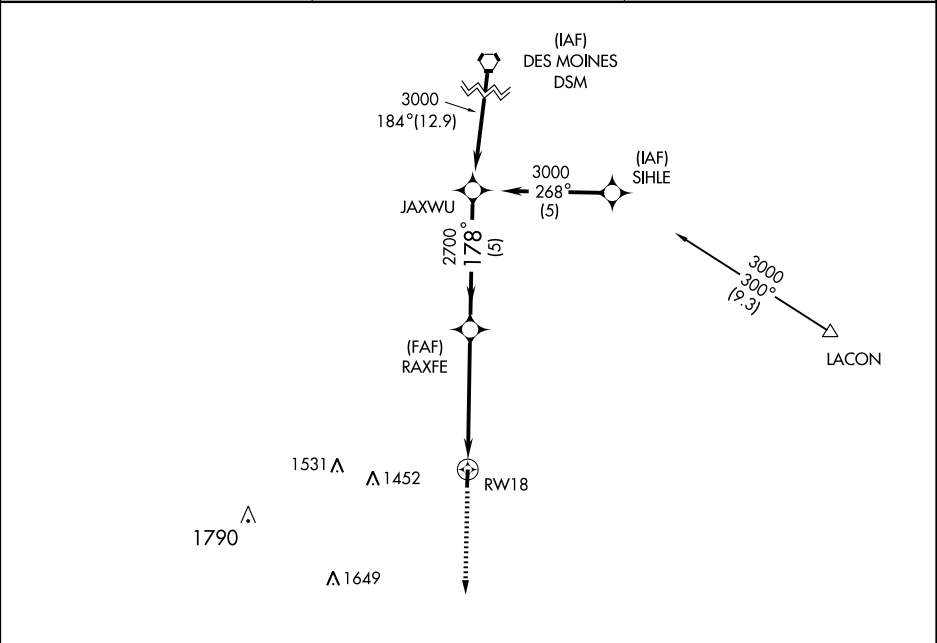


3000		ORC 521	NDB	Remain within 10 NM
CATEGORY	A	B	C	D
S-34	1920-1	506 (600-1)	1920-1½ 1920-1½	506 (600-1½)
CIRCLING	1920-1	506 (600-1)	506 (600-1½)	1980-2 566 (600-2)

APP CRS	Rwy Idg	4000
178°	TDZE	1110
	Apt Elev	1110

<div>▲ NA</div> <div>Use Des Moines altimeter setting.</div>	MISSED APPROACH: Climb to 3000 direct FEBKY WP and hold.
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AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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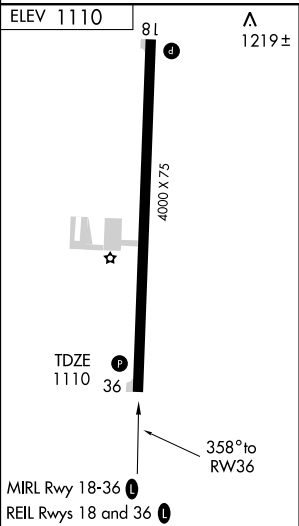
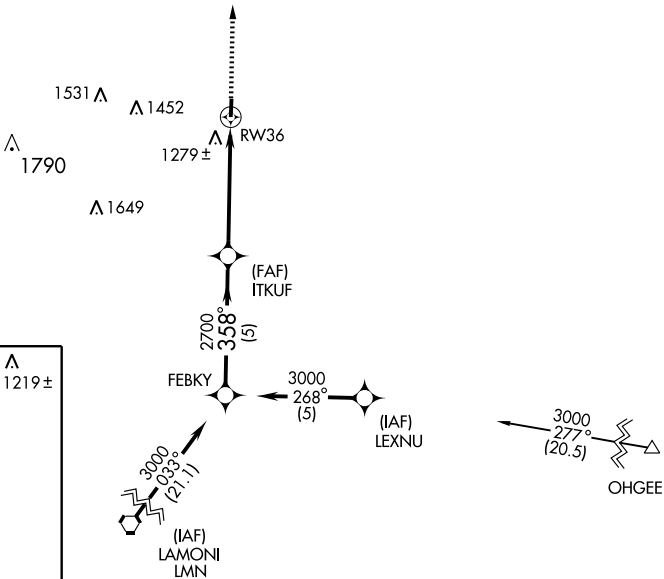
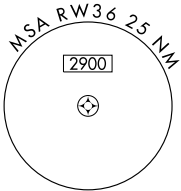


	3000	FEBKY		JAXWU
	↑	✴		
	RWY 18		RAXFE	JAXWU
	2700		3000	
	5 NM		5 NM	
CATEGORY	A	B	C	D
5-18	1560-1	450 (500-1)	NA	
CIRCLING	1680-1	570 (600-1)	NA	

APP CRS 358°	Rwy Idg	4000
	TDZE	1110
	Apt Elev	1110

NA	Use Des Moines altimeter setting.	MISSED APPROACH: Climb to 3000 direct JAXWU WP and hold.

AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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<div>FEBKY</div> <div>3000</div> <div>Procedure Turn NA</div>				<div>ITKUF</div> <div>358°</div> <div>2700</div>				<div>3000</div> <div>JAXWU</div>			
				<div>5 NM</div>				<div>5 NM</div>			
				<div>RW36</div>							
CATEGORY		A		B		C		D			
S-36		1620-1		510 (600-1)				NA			
CIRCLING		1680-1		570 (600-1)				NA			

VORTAC DSM
117.5
Chan **122**

APP CRS
178°

Rwy Idg
TDZE
Apt Elev
4000
1110
1110

VOR/DME RWY 18
OSCEOLA MUNI (175)

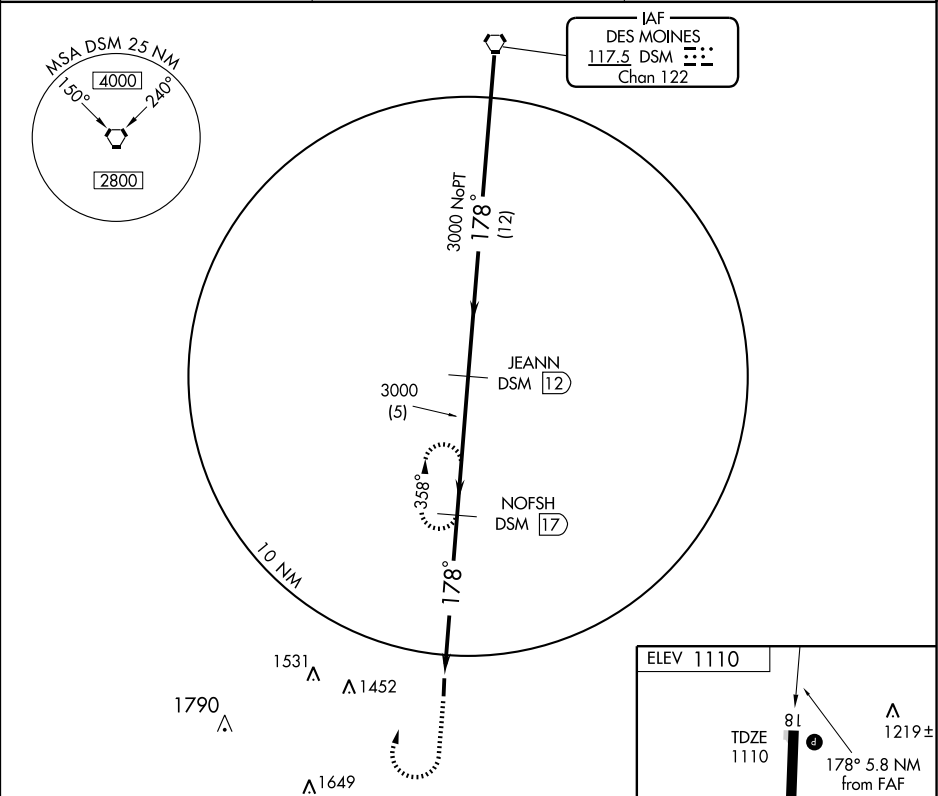
▲ NA
Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via DSM R-178 to NOFSH/17 DME and hold.

AWOS-3
120.975

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



3000
↑

DSM R-178

NOFSH DSM 17

VORTAC

DSM 22.8

NOFSH DSM 17

JEANN DSM 12

3500

3000

3000

178°

Procedure Turn NA

5.8 NM

5 NM

12 NM

CATEGORY	A	B	C	D
S-18	1580-1 470 (500-1)	1580-1¼ 470 (500-1¼)	NA	
CIRCLING	1680-1 570 (600-1)	1680-1¼ 570 (600-1¼)	NA	

ELEV 1110

81

TDZE 1110

178° 5.8 NM from FAF

▲ 1219±

4000 x 75

36

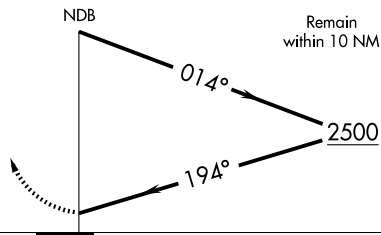
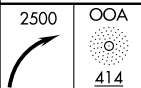
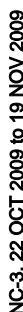
MIRL Rwy 18-36 0

REIL Rws 18 and 36 0

NDB RWY 22
OSKALOOSA MUNI (00A)

MISSED APPROACH:
Climbing right turn to 2500
in OOA NDB holding pattern.

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-22	1540-1	700 (700-1)	1540-2 700 (700-2)	NA
CIRCLING	1540-1	699 (700-1)	1540-2 699 (700-2)	NA

MIRL Rwy 13-31 **L**

WAAS CH 78215 W13A	APP CRS 134°	Rwy Idg TDZE Apt Elev	4012 837 841
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RNAV (GPS) RWY 13

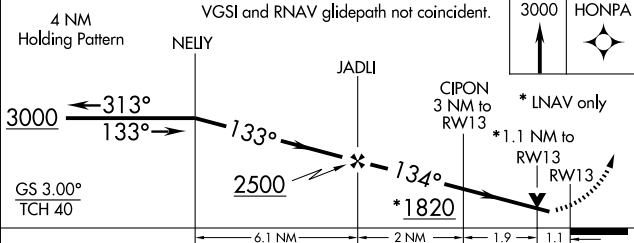
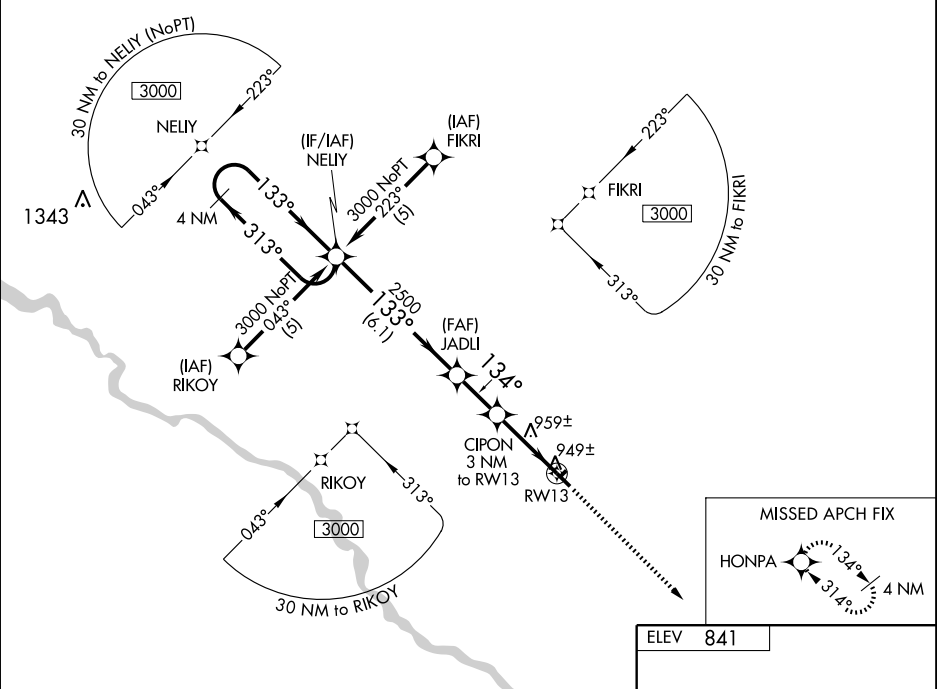
OSKALOOSA MUNI (00A)

▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

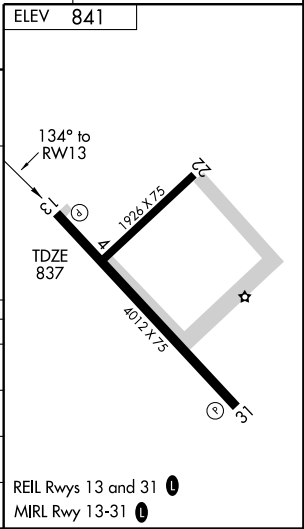
▲

MISSED APPROACH:
Climb to 3000 direct
HONPA and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1193-1¼	356 (400-1¼)		NA
LNAV/VNAV DA	1219-1¼	382 (400-1¼)		NA
LNAV MDA	1220-1	383 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

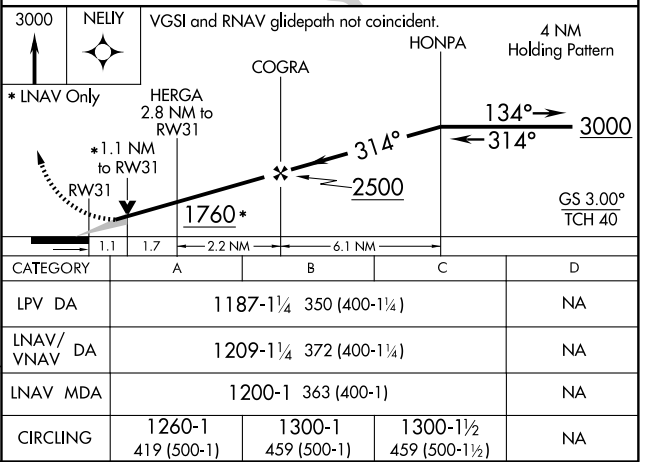
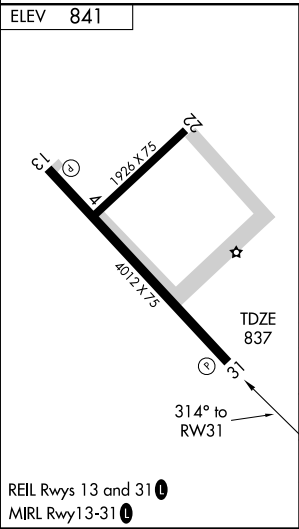
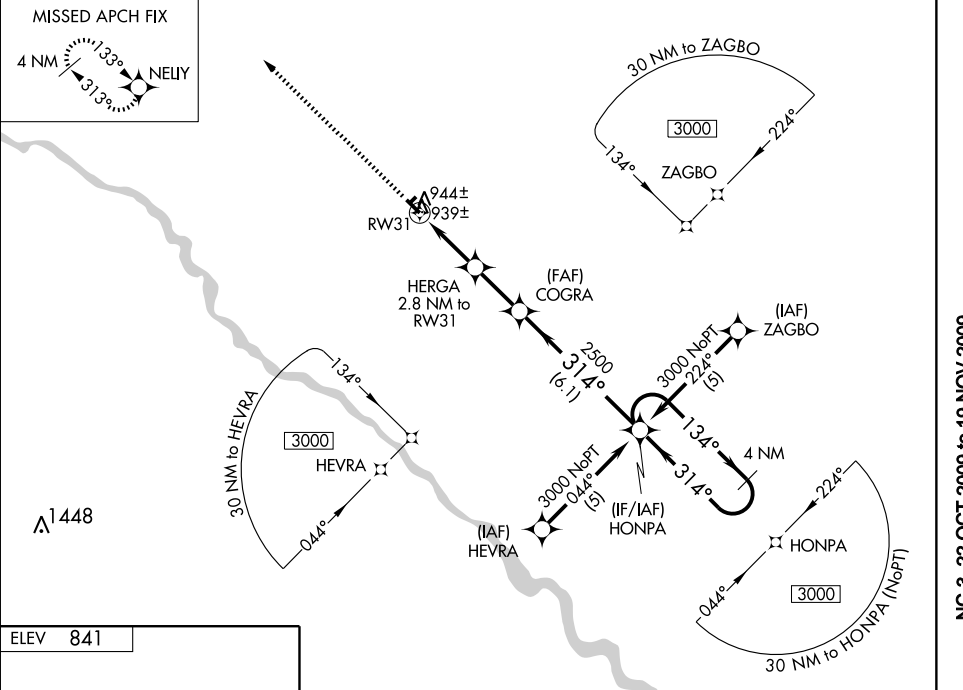


▼ DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile.

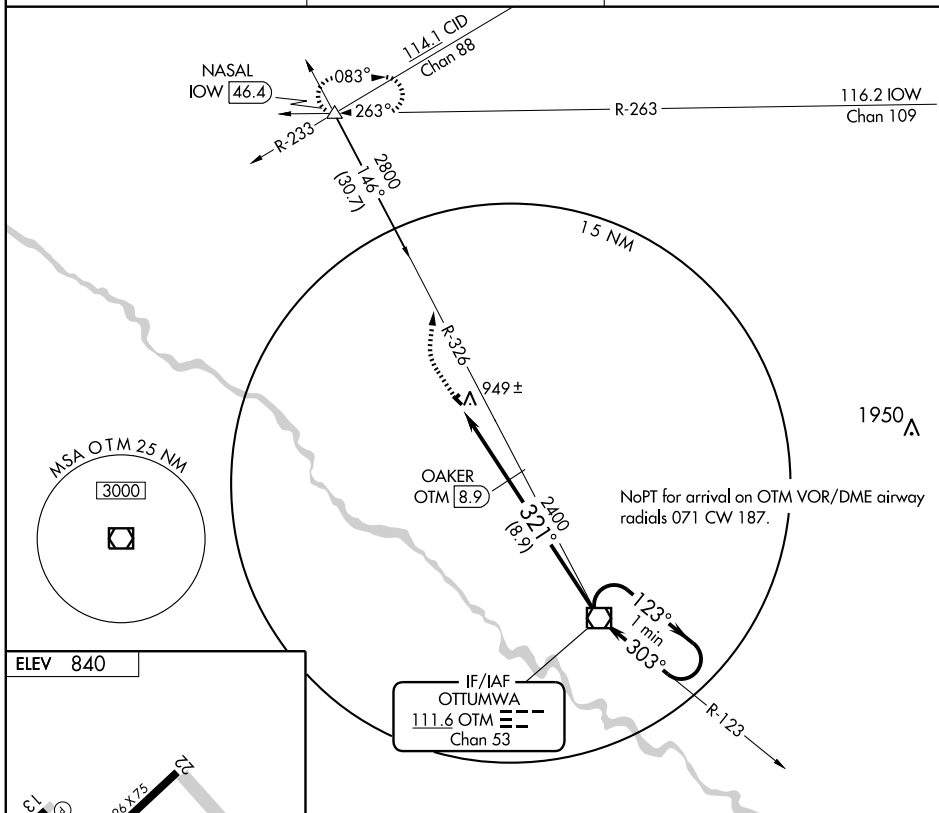
▲ Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 3000 direct
NELLY and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 1
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MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

UNICOM
122.8 (CTAF) L

1300 ↑	2800 ↗ 360°	OTM R-326 111.6	NASAL △	VGS1 and descent angles not coincident.			
				VOR/DME	One Minute Holding Pattern		
CATEGORY	A		B		C		D
S-31	1200-1 363 (400-1)					NA	
CIRCLING	1260-1 420 (500-1)		1300-1 460 (500-1)		1300-1½ 460 (500-1½)		NA

MIRL Rwy 13-31 **L**

AIRPORT DIAGRAM

AL-915 (FAA)

OTTUMWA RGNL (OTM)
OTTUMWA, IOWA

ASOS
124.175
CTAF/UNICOM
123.0

41° 07'N

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

VAR 1.2° E

ELEV
836

ELEV
840

133.8°

FIELD
ELEV
845

5178 X 200

PASSENGER
TERMINAL

FIRE
STATION

898 ±

ELEV
841

5885 X 150

313.8°

ELEV
838

41° 06'N

RWY 4-22
S42, D65, ST83, DT120
RWY 13-31
S80, D105, ST133, DT175

92° 27.5'W

92° 27.0'W

92° 26.5'W

NC-3, 22 OCT 2009 to 19 NOV 2009

LOC I-OTM 109.5	APP CRS 312°	Rwy Idg TDZE Apt Elev	5885 841 845
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ILS RWY 31

OTTUMWA RGNL (OTM)



Circling not authorized at night to Rwy 4.
When local altimeter setting not received, use Oskaloosa
altimeter setting and increase all DA/MDA 20 feet.



MALSR

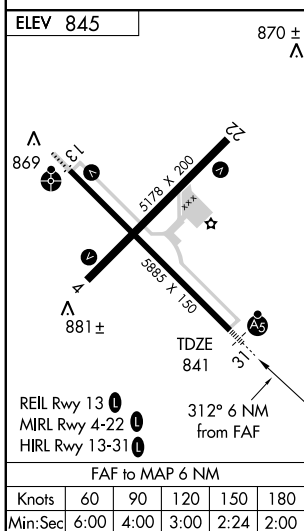
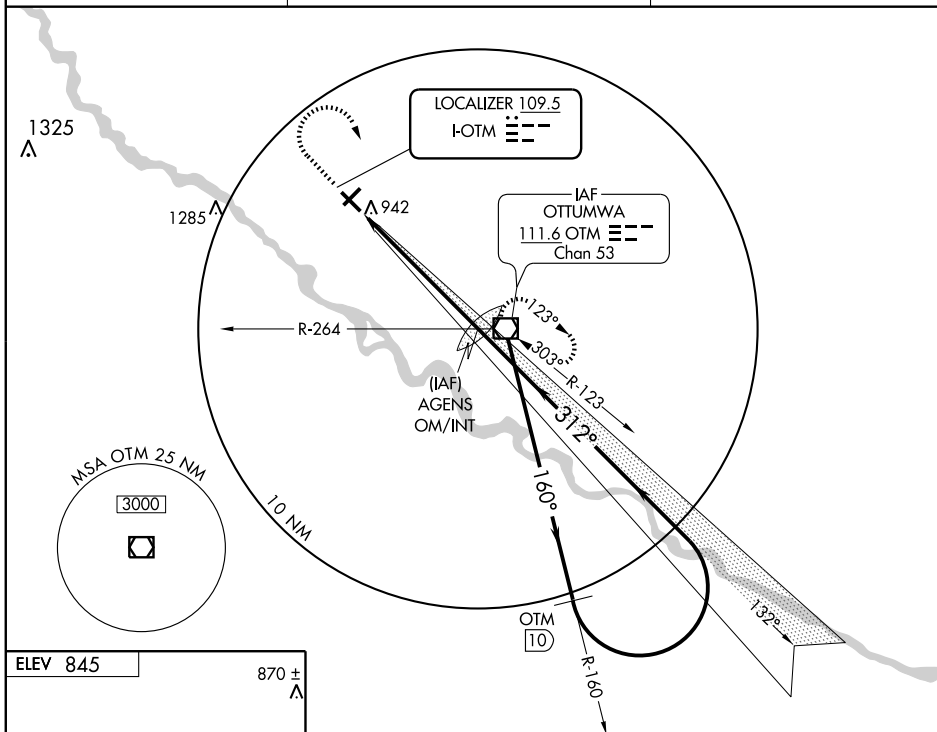


MISSED APPROACH: Climb to 1500 then climbing
right turn to 2800 direct OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) 0



DME or RADAR REQUIRED

1500	2800	OTM 111.6	VOR/DME AGENS OM/INT 2795	OTM 160°	Procedure Turn NA
↑	↻		2800	I-OTM 312°	2800
6 NM				GS 3.00° TCH 52	
CATEGORY	A	B	C	D	
S-ILS 31	1041-½ 200 (200-½)			NA	
S-LOC 31	1180-½ 339 (400-½)			NA	
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA	

LOC I-OTM 109.5	APP CRS 132°	Rwy Idg TDZE Apt Elev 5885 844 845
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LOC/DME BC RWY 13

OTTUMWA RGNL (OTM)

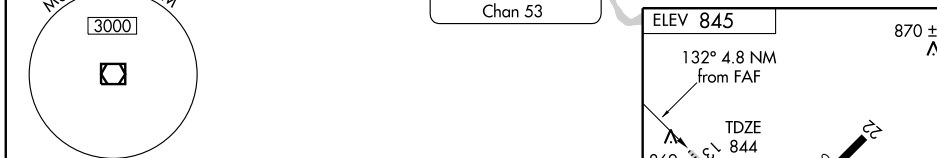
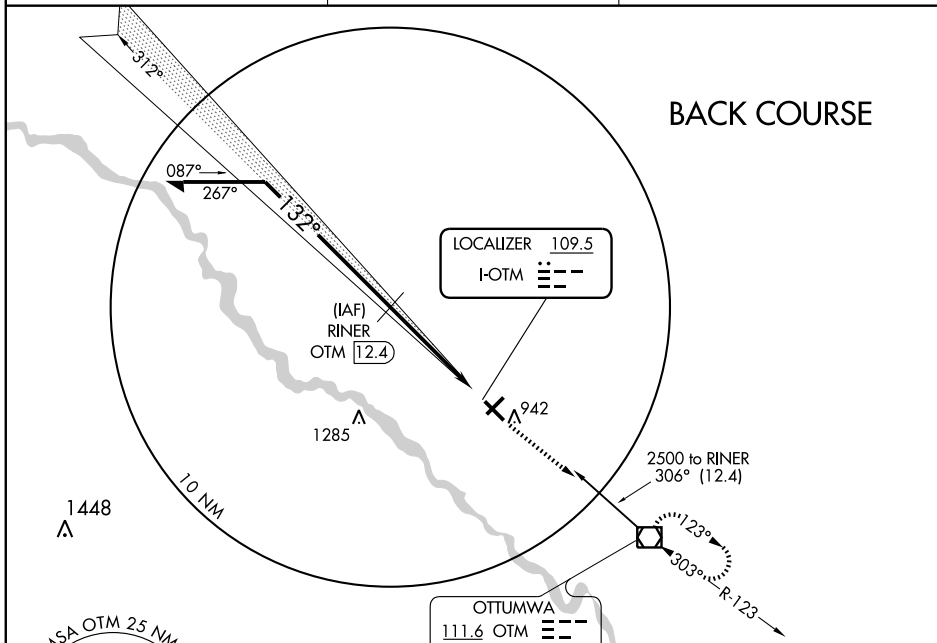
▼ DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

ODALS



MISSED APPROACH: Climb to 2500
direct OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
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<div>Remain within 10 NM</div> <div><div><div>2500</div><div>312°</div></div><div><div>2400</div><div>132°</div></div><div><div>RINER OTM 12.4</div><div>3.00° TCH 41</div></div><div><div>4 NM</div><div>0.8</div></div></div> <div><div>2500</div><div>OTM 111.6</div></div> <div><div>OTM 8.4</div></div>					<div><div>865</div><div>5178 X 200</div><div>5885 X 150</div><div>881±</div><div>REIL Rwy 13</div><div>MIRL Rwy 4-22</div><div>HIRL Rwy 13-31</div></div>									
Disregard glide slope indications.														
CATEGORY	A		B		C		D		FAF to MAP 4 NM					
S-13	1220-1		376 (400-1)				NA							
CIRCLING	1260-1 415 (500-1)		1300-1 455 (500-1)		1300-1½ 455 (500-1½)		NA		Knots	60	90	120	150	180
									Min:Sec	4:00	2:40	2:00	1:36	1:20

REIL Rwy 13 0
MIRL Rwy 4-22 0
HIRL Rwy 13-31 0

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

▼

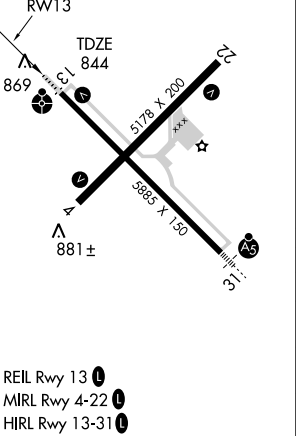
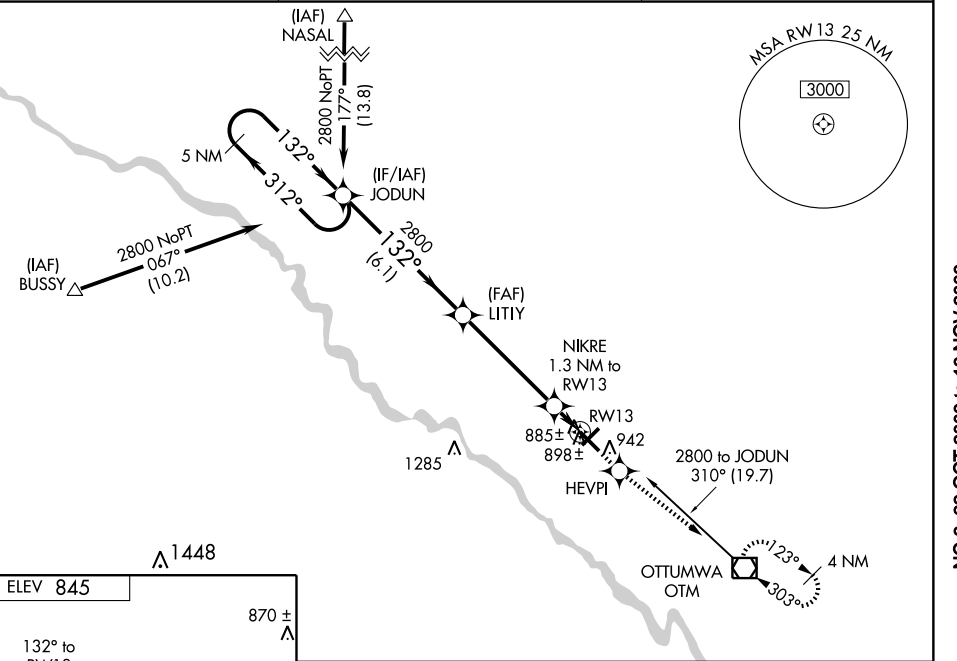
▲

DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (117°F).
When local altimeter setting not received, use Oskaloosa
altimeter setting and increase all DA/MDA 20 feet.
Baro-VNAV NA when using Oskaloosa altimeter setting.
Inoperative table does not apply to LPV.

ODALS

MISSED APPROACH: Climb to 2800 direct HEVPI
and via 125° track to OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
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<div>5 NM Holding Pattern</div> <div>JODUN</div> <div>LITIY</div> <div>2800</div> <div>312°</div> <div>132°</div> <div>2800</div> <div>GS 3.00° TCH 41</div> <div>6.1 NM</div> <div>4.6 NM</div> <div>1.3 NM</div> <div>2800</div> <div>HEVPI</div> <div>125° track</div> <div>OTM</div> <div>NIKRE 1.3 NM to RW13</div> <div>RW13</div> <div>*LNAV only</div> <div>*1280</div>				
CATEGORY	A	B	C	D
LPV DA	1094-1 250 (300-1)			NA
LNAV/VNAV DA	1135-¾ 291 (300-¾)			NA
LNAV MDA	1160-¾ 316 (400-¾)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 0
MIRL Rwy 4-22 0
HIRL Rwy 13-31 0

REIL Rwy 13 **L**
MIRL Rwy 4-22 **L**
HIRL Rwy 13-31 **L**

WAAS CH 93611 W31A	APP CRS 312°	Rwy Idg TDZE Apt Elev	5885 841 845
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RNAV (GPS) RWY 31

OTTUMWA RGNL (OTM)

▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

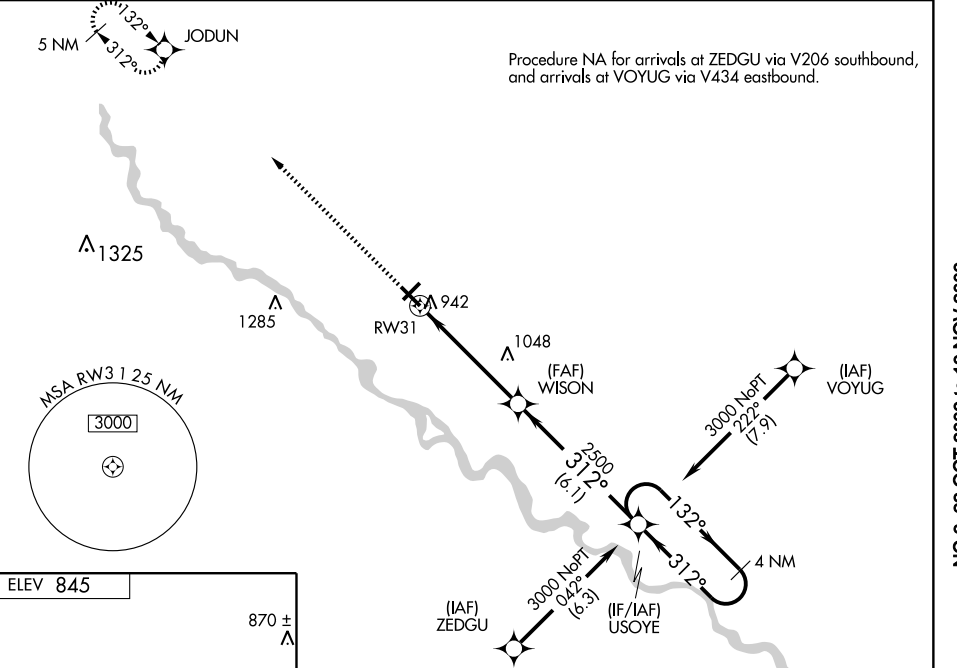
▲ Baro-VNAV and VDP NA when using Fairfield altimeter setting. When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all cats and LNAV Cat C ¼ mile.

For inoperative MALS when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.

MALS

MISSED APPROACH: Climb to 2800 direct JODUN and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
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REIL Rwy 13

MIRL Rwy 4-22

HIRL Rwy 13-31

5178 x 200

3885 x 150

TDZE 841

312° to RW14

2800

JODUN

*LNAV only

1.3 NM to RW31*

WISON

USOYE

4 NM Holding Pattern

132° → 3000

← 312°

GS 3.00°

TCH 52

2500

312°

1.3 NM 3.7 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1091-½ 250 (300-½)			NA
LNAV/VNAV DA	1192-¾ 351 (400-¾)			NA
LNAV MDA	1300-½	459 (500-½)	1300-¾ 459 (500-¾)	NA
CIRCLING	1300-1	455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 **0**
MIRL Rwy 4-22 **0**
HIRL Rwy 13-31 **0**

AL-915 (FAA)

VOR/DME OTM 111.6 Chan 53	APP CRS 124°	Rwy Idg 5885 TDZE 844 Apt Elev 845
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VOR/DME RWY 13
OTTUMWA RGNL (OTM)

T When local altimeter setting not received, use Oskaloosa
A altimeter setting and increase all MDA 20 feet.

ODALS

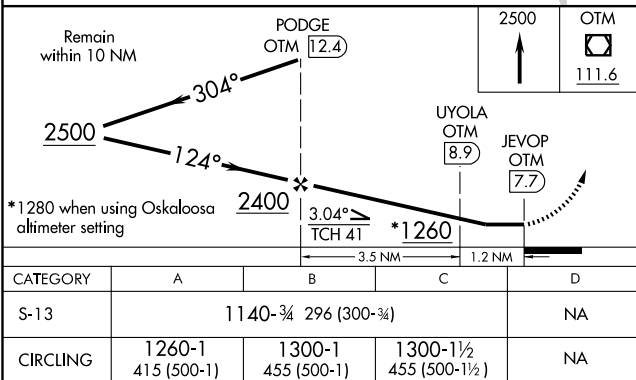
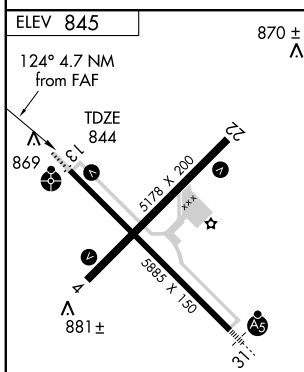
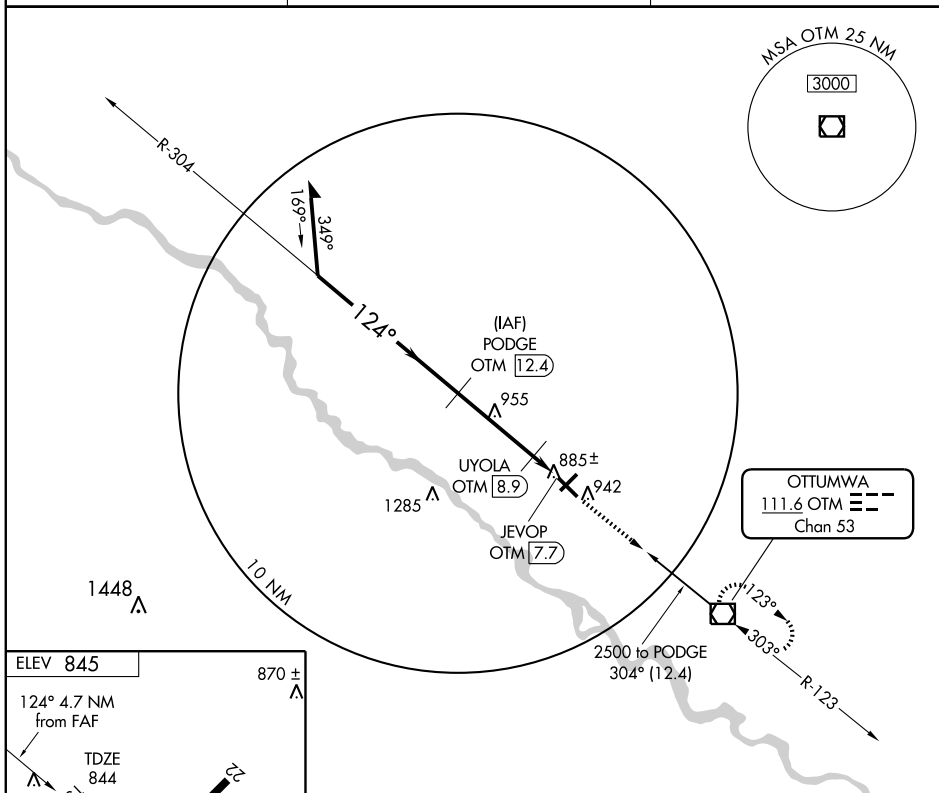


MISSED APPROACH: Climb to 2500 direct OTM
VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) **L**



NC-3, 22 OCT 2009 to 19 NOV 2009

REIL Rwy 13 **L**
MIRL Rwy 4-22 **L**
HIRL Rwy 13-31 **L**

VOR/DME OTM 111.6 Chan 53	APP CRS 303°	Rwy Idg 5885 TDZE 841 Apt Elev 845
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VOR RWY 31
OTTUMWA RGNL (OTM)

T When local altimeter setting not received, use Fairfield altimeter setting and increase all MDA 60 feet, increase S-31 Cat C and ZARVO fix minimums S-31 Cat C visibility $\frac{1}{4}$ mile.

MALSR

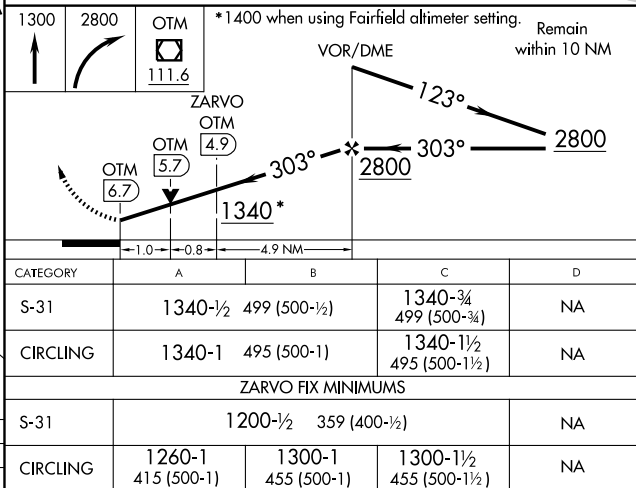
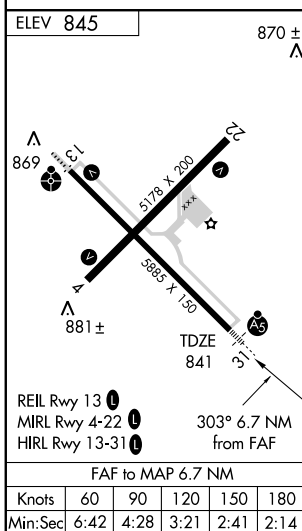
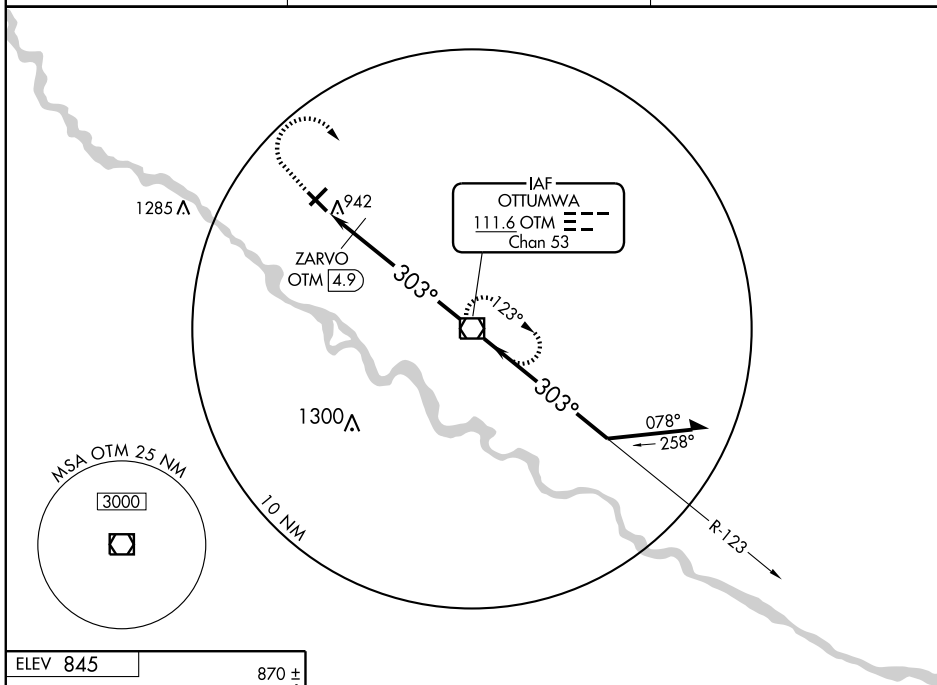
A5

MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) **L**



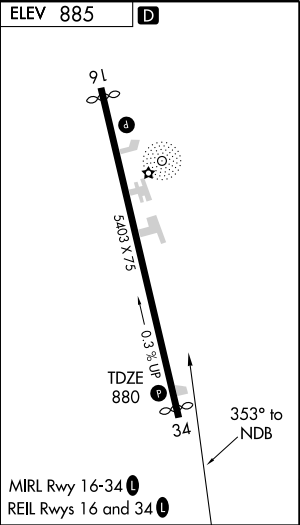
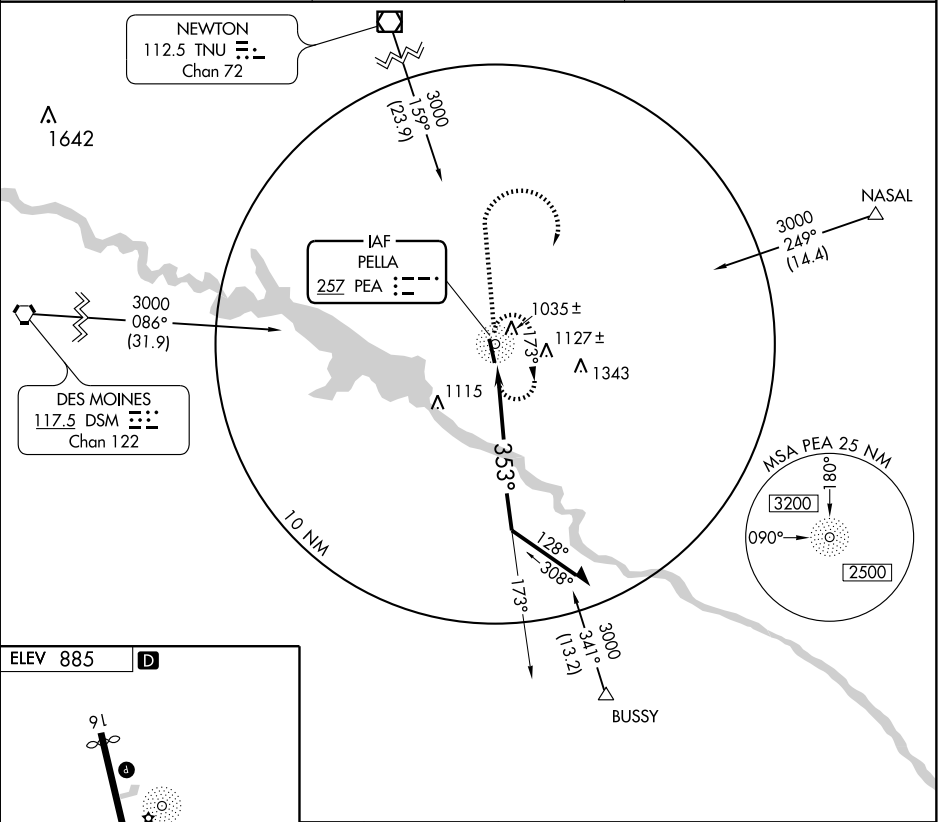
NDB RWY 34
PELLA MUNI (PEA)

NDB PEA <u>257</u>	APP CRS 353°	Rwy Idg TDZE Apt Elev	5000 880 885
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▼ When local altimeter setting not received, use Knoxville
▲ NA altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2500 then right turn direct
PEA NDB and hold.

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 0
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<div>2500 ↑</div> <div>PEA 257</div> <div>NDB</div> <div>173°</div> <div>2500</div> <div>353°</div> <div>Remain within 10 NM</div>				
CATEGORY	A	B	C	D
S-34	1420-1	540 (600-1)	1420-1½ 540 (600-1½)	NA
CIRCLING	1420-1	535 (600-1)	1440-1½ 555 (600-1½)	NA

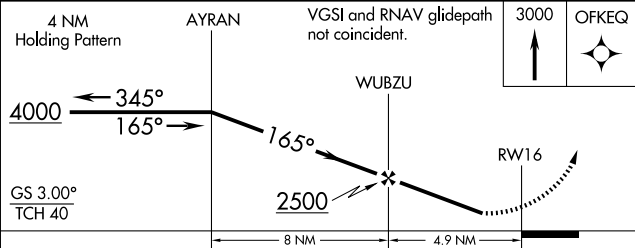
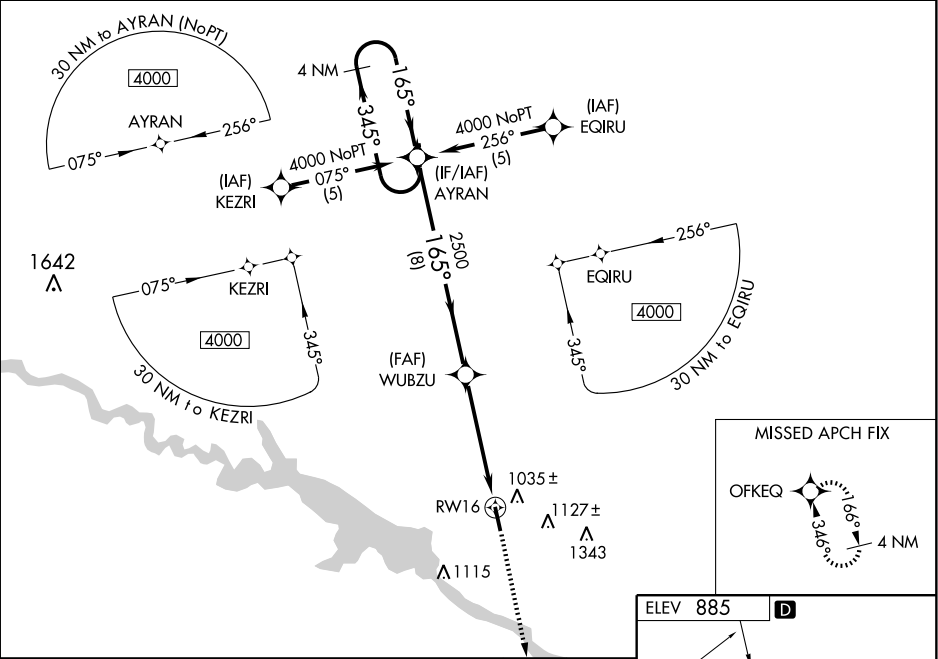
WAAS CH 77610 W16A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5000 885 885
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RNAV (GPS) RWY 16
PELLA MUNI (PEA)

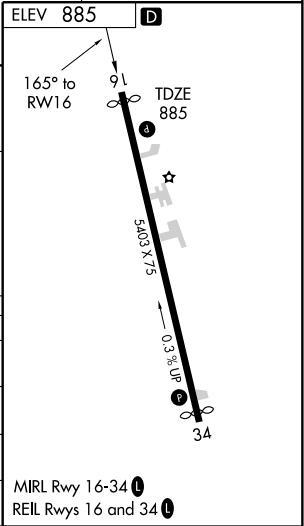
⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
⚠ Baro-VNAV NA when using Knoxville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	1232-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1288-1½	403 (500-1½)		NA
LNAV MDA	1360-1	475 (500-1)	1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA



APP CRS	Rwy Idg	5000
345°	TDZE	879
	Apt Elev	885

RNAV (GPS) RWY 34
PELLA MUNI (PEA)

PELLA MUNI (PEA)

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

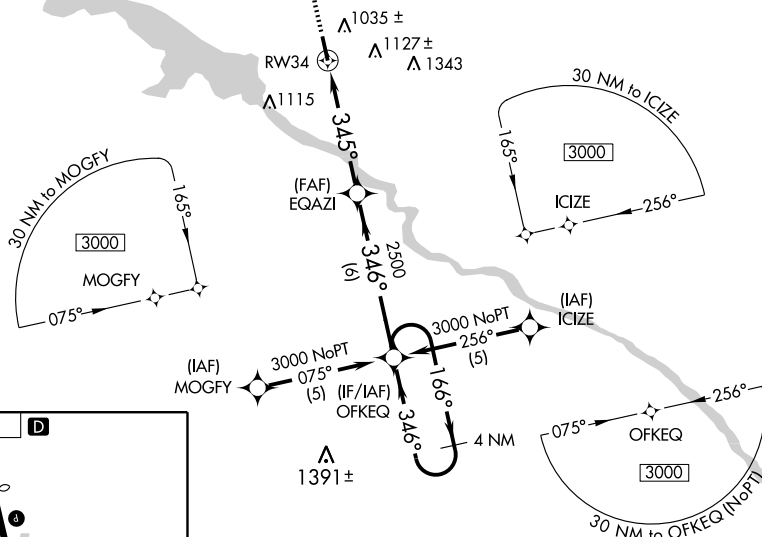
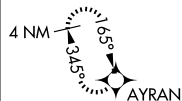
MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

AWOS-3
118.875

DES MOINES APP CON
123.9 307.15

UN|COM
122.8 (CTAF) **L**

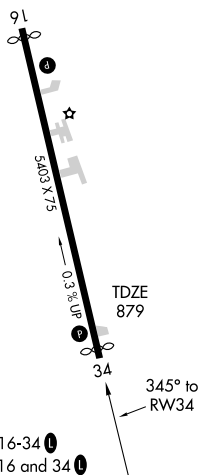
MISSED APCH FIX



NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 885

D



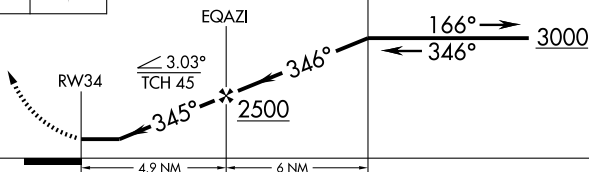
400

AYRAN

VGSI and descent angles not coincident

OFKEQ

4 NM
Holding Pattern

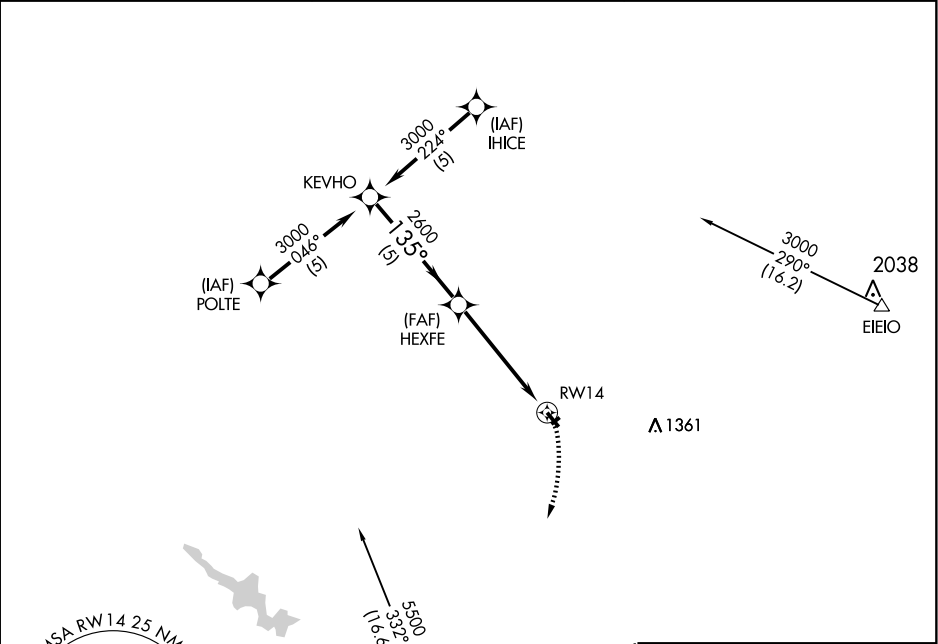


CATEGORY	A	B	C	D
LNAV MDA	1320-1	441 (500-1)	1320-1¼ 441 (500-1¼)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA

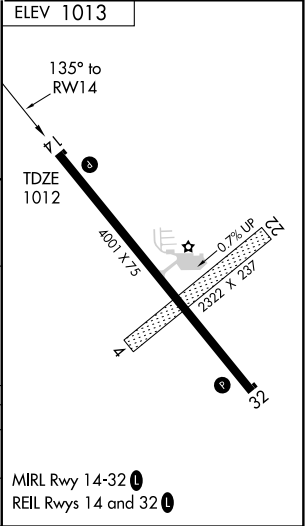
APP CRS	Rwy Idg	4001
135°	TDZE	1012
	Apt Elev	1013

<div><div>▼</div><div>▲ NA</div></div> <div>When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.</div>	MISSED APPROACH: Climbing right turn to 6000 direct LINDE WP and hold.
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AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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<div>KEVHO</div> <div>HEXFE</div> <div>3000</div> <div>135°</div> <div>2600</div> <div>RW14</div> <div>Procedure Turn NA</div> <div>5 NM</div> <div>5 NM</div> <div>6000</div> <div>LINDE</div> <div>▲</div>				
CATEGORY	A	B	C	D
S-14	1480-1	468 (500-1)	NA	
CIRCLING	1480-1	467 (500-1)	NA	

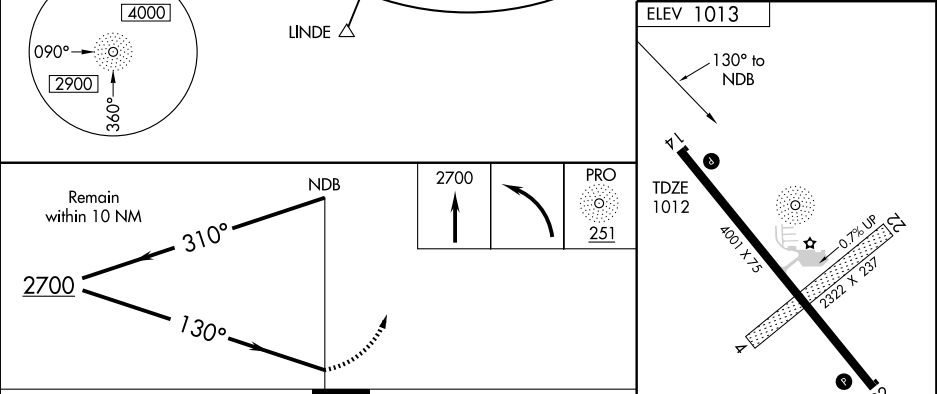
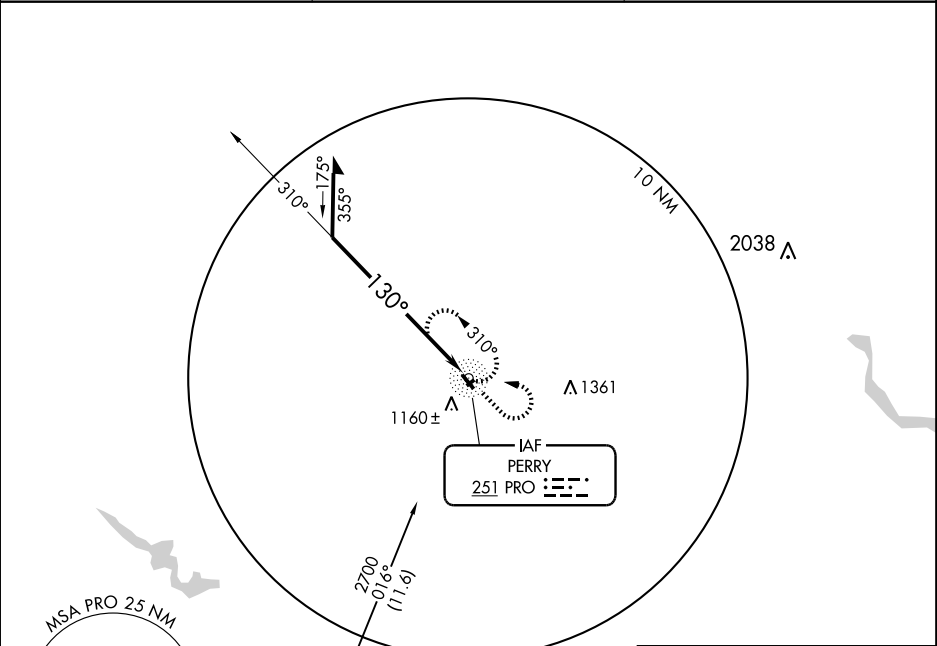


NDB RWY 14
PERRY MUNI (PRO)

NDB PRO	APP CRS	Rwy Idg	4001
251	130°	TDZE	1012
		Apt Elev	1013

NA	When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.	MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.
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AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	1640-1	628 (700-1)	NA	
CIRCLING	1640-1	627 (700-1)	NA	

MIRL Rwy 14-32 0
REIL Rwy 14 and 32 0

NDB PRO	APP CRS	Rwy Idg	4001
251	325°	TDZE	1012
		Apt Elev	1013

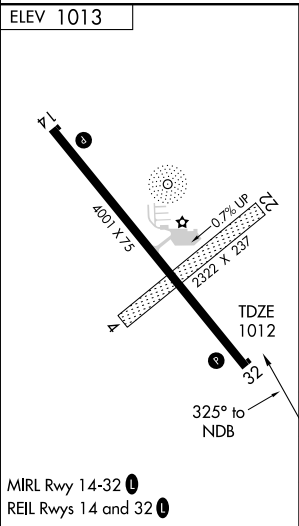
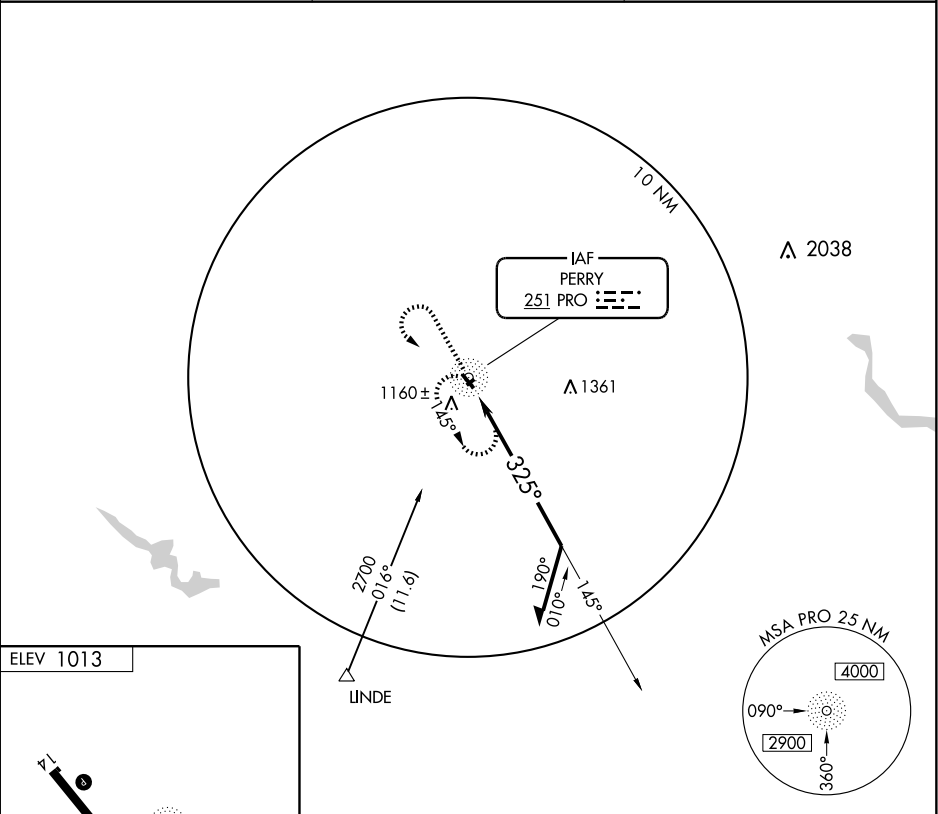
NDB RWY 32
PERRY MUNI (PRO)




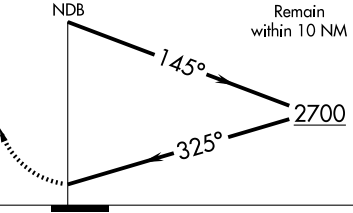
⚠ **NA**

When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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<div><div><div>2700</div><div></div></div><div><div></div></div><div><div>PRO</div><div></div><div>251</div></div></div> <div><div>NDB</div><div></div><div>Remain within 10 NM</div></div>				
CATEGORY	A	B	C	D
S-32	1680-1	668 (700-1)	NA	
CIRCLING	1680-1	667 (700-1)	NA	

WAAS CH 90508 W32A	APP CRS 315°	Rwy Idg TDZE Apt Elev	4001 1012 1013
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RNAV (GPS) RWY 32

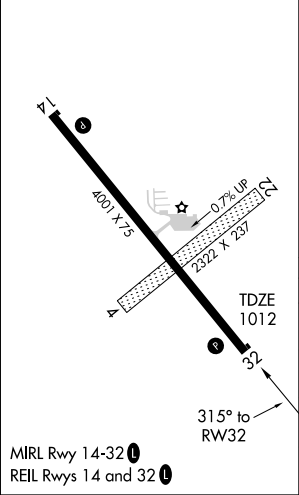
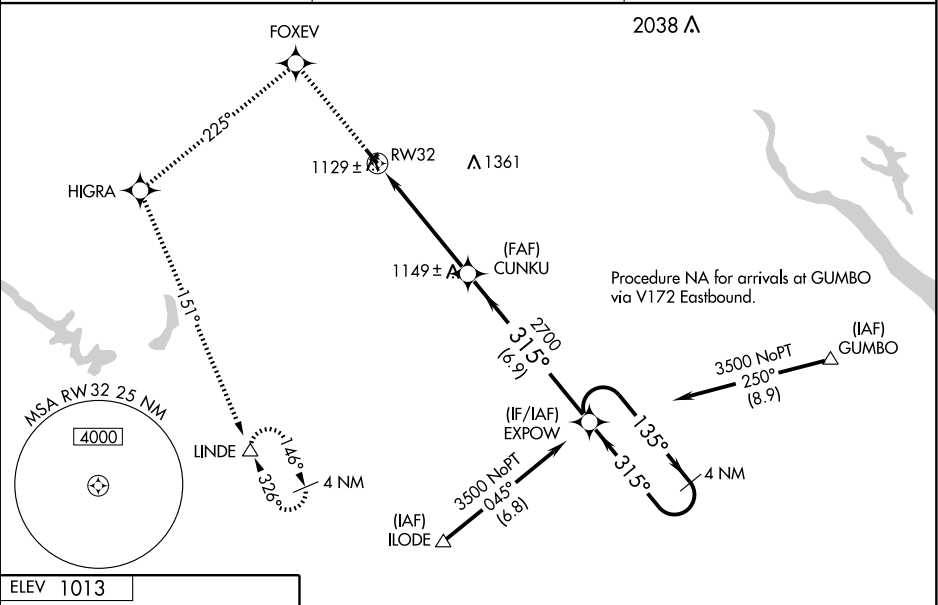
PERRY MUNI (PRO)

NA


When local altimeter setting not received, use Boone altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV visibility ¼ mile all Cnts.
Baro-VNAV NA when using Boone altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

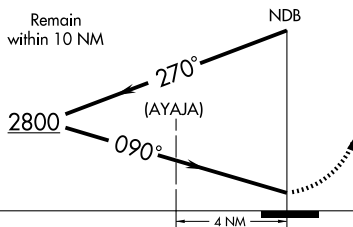
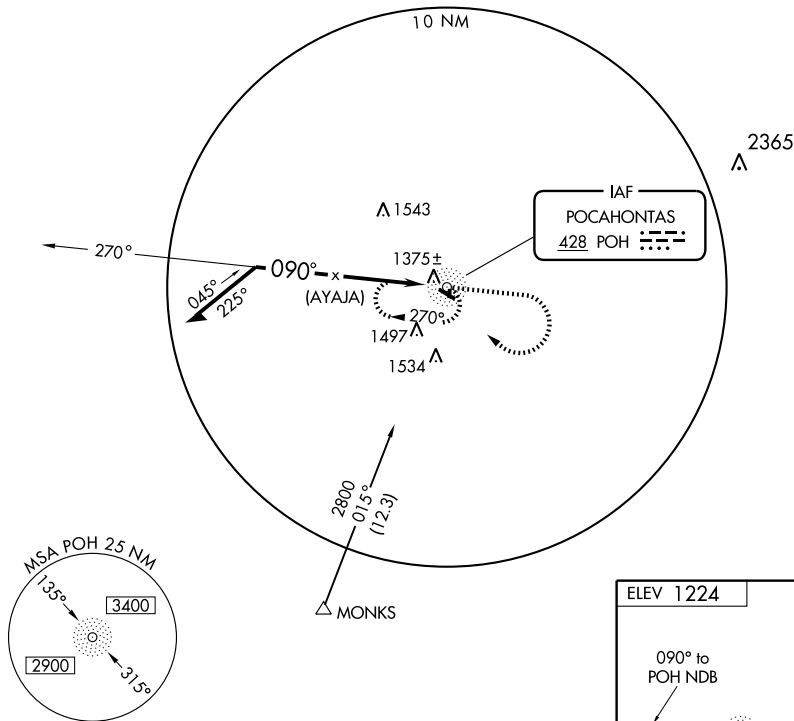
MISSED APPROACH: Climb to 3500 direct FOXEV and via 225° track to HIGRA and via 151° track to LINDE and hold.

AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF)
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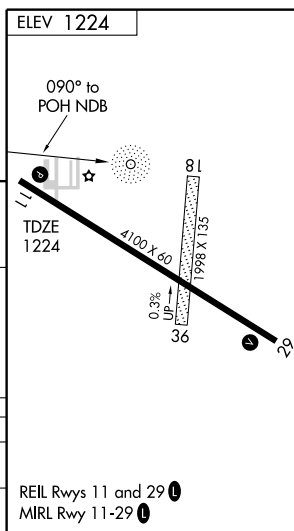


3500 ↑	FOXEV ✱	225° track ✱	HIGRA ✱	151° track ✱	LINDE △	EXPOW	4 NM Holding Pattern
VGSI and RNAV glidepath not coincident.						CUNKU	
		A	B	C		D	
LPV	DA	1262-1	250 (300-1)	NA			
LNAV/ VNAV	DA	1399-1½	387 (400-1½)	NA			
LNAV	MDA	1380-1	368 (400-1)	NA			
CIRCLING		1440-1 427 (500-1)	1480-1 467 (500-1)	NA			

 Use Fort Dodge altimeter setting.	MISSED APPROACH: Climb to 2800 then right turn direct POH NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0




CATEGORY	A	B	C	D
S-11	1880-1	656 (700-1)	1880-1 ³ 656 (700-1 ³)	NA
CIRCLING	1880-1 656 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA



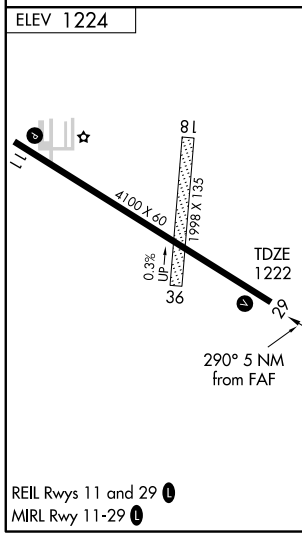
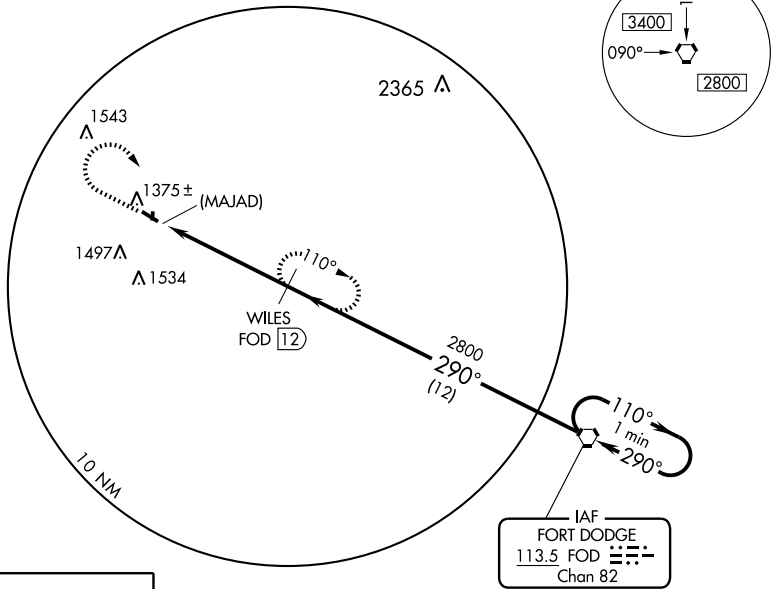
VORTAC FOD 113.5 Chan 82	APP CRS 290°	Rwy Idg TDZE Apt Elev 1222 1224	4100 1222 1224
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VOR/DME or GPS RWY 29

POCAHONTAS MUNI (POH)

 NA Use Fort Dodge altimeter setting.	MISSED APPROACH: Climb to 2800 then right turn via FOD R-290 to WILES and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)

No Procedure Turn for arrivals on radials 003 clockwise 215.



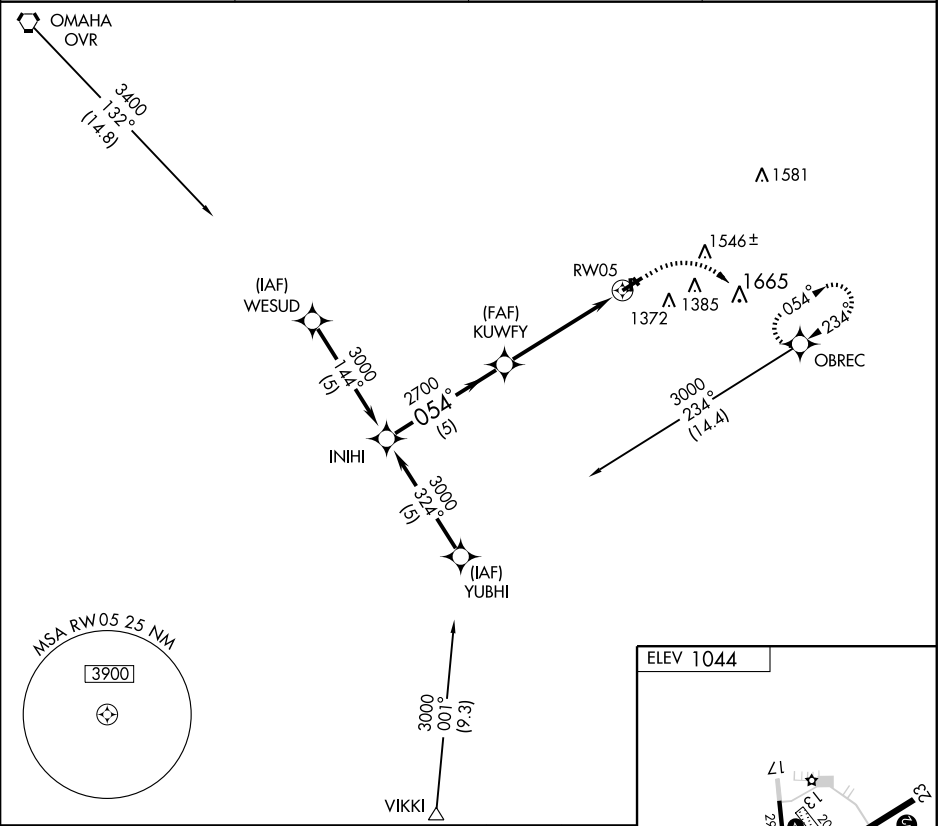
2800	WILES INT	WILES FOD 12	VORTAC	One Minute Holding Pattern
↑	FOD R-290			
(MAJAD) FOD 17	290°	2800	110° → 2800	← 290°
0.2	5 NM	12 NM		
CATEGORY	A	B	C	D
S-29	1900-1	678 (700-1)	1900-2 678 (700-2)	NA
CIRCLING	1900-1 676 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

GPS RWY 5
RED OAK MUNI (RDK)

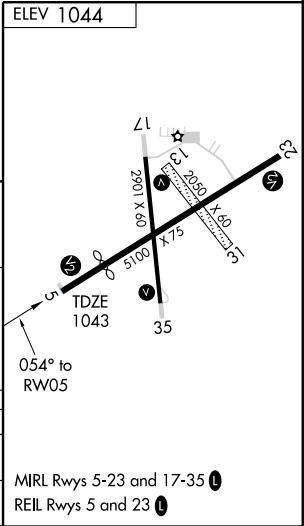
APP CRS	Rwy Idg	4100
054°	TDZE	1043
	Apt Elev	1044

<div>▼ ▲ NA</div>	MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct OBREC WP and hold.
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AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) 1
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		2200	3000	OBREC
Procedure Turn NA				
CATEGORY	A	B	C	D
S-5	1600-1	557 (600-1)	NA	
CIRCLING	1620-1 576 (600-1)	1780-1 736 (800-1)	NA	

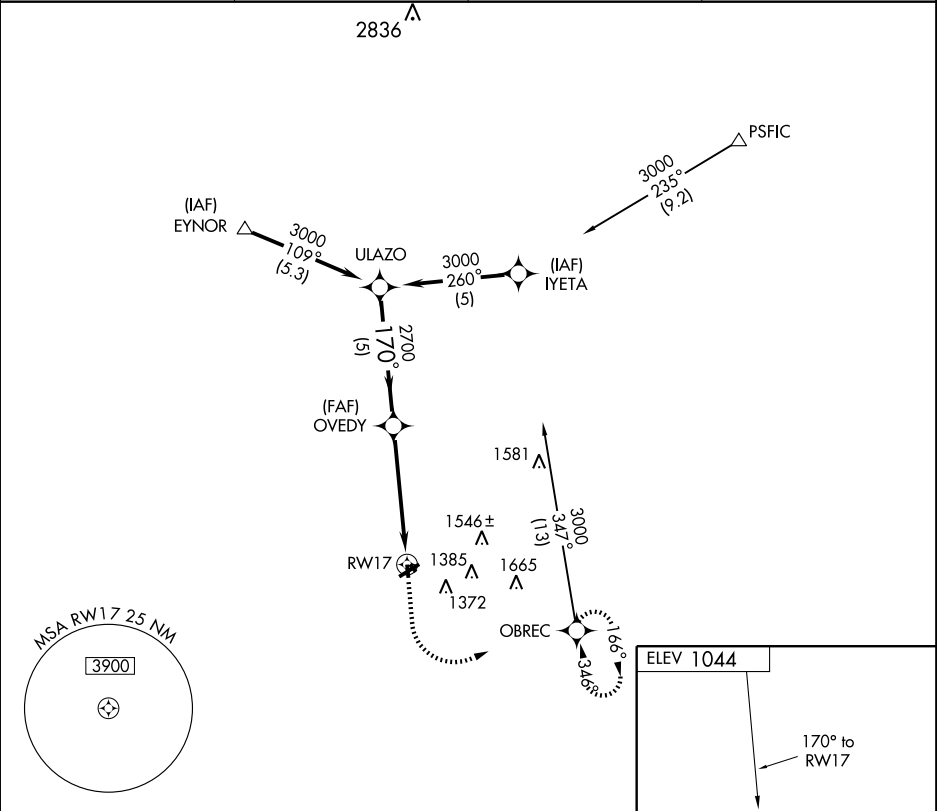


APP CRS	Rwy Idg	2901
170°	TDZE	1044
	Apt Elev	1044

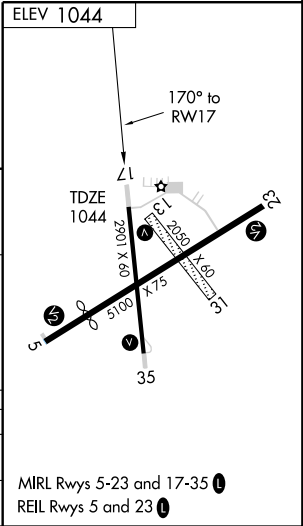

NA

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct OBREC WP and hold.

AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) 
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<div>Procedure Turn NA</div> <div><div>ULAZO</div><div>OVEDY</div><div>RWY17</div></div> <div><div>3000</div><div>2700</div></div> <div><div>170°</div></div> <div><div>2200</div><div>3000</div><div>OBREC</div></div> <div><div>5 NM</div><div>5 NM</div></div>				
CATEGORY	A	B	C	D
S-17	1600-1	556 (600-1)	NA	
CIRCLING	1620-1 576 (600-1)	1780-1 736 (800-1)	NA	

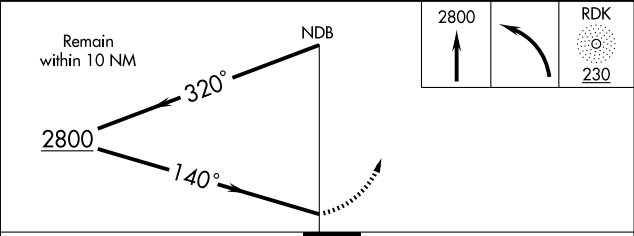
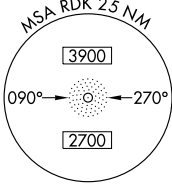
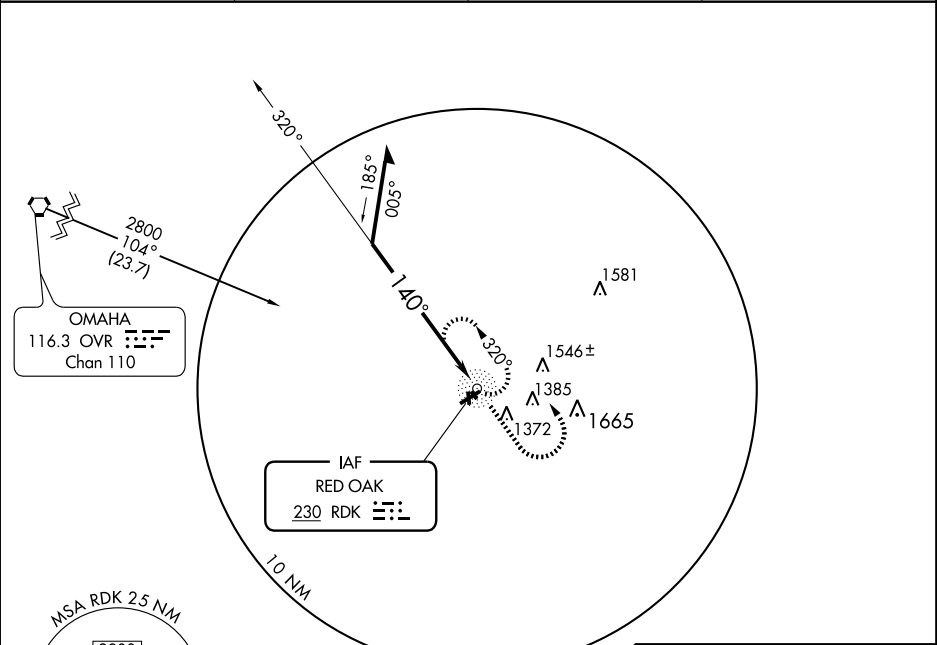


NDB RWY 17
RED OAK MUNI (RDK)

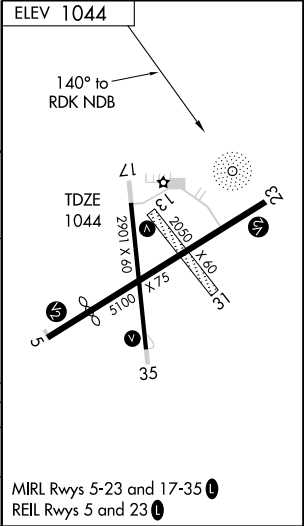
NDB RDK 230	APP CRS 140°	Rwy Idg TDZE Apt Elev	2901 1044 1044
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  NA	MISSED APPROACH: Climb to 2800 then left turn direct RDK NDB and hold.
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AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) 
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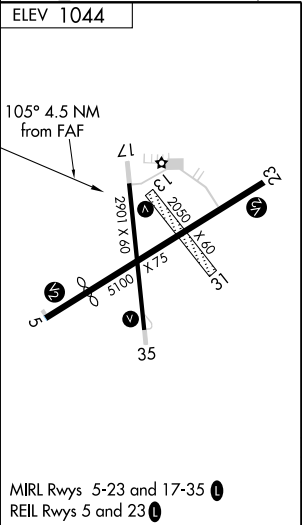
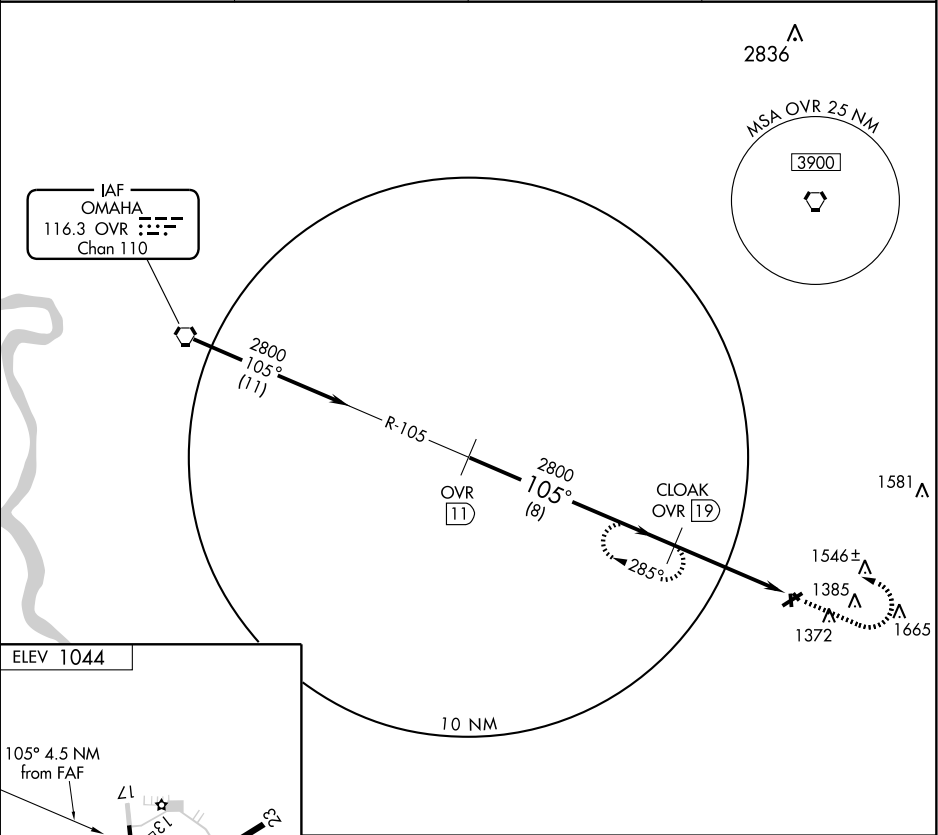
CATEGORY	A	B	C	D
S-17	1760-1	716 (800-1)	NA	
CIRCLING	1760-1	716 (800-1)	NA	



VOR/DME-A
RED OAK MUNI (RDK)

VORTAC OVR 116.3 Chan 110	APP CRS 105°	Rwy Idg TDZE Apt Elev	N/A N/A 1044
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MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.			
AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) 1

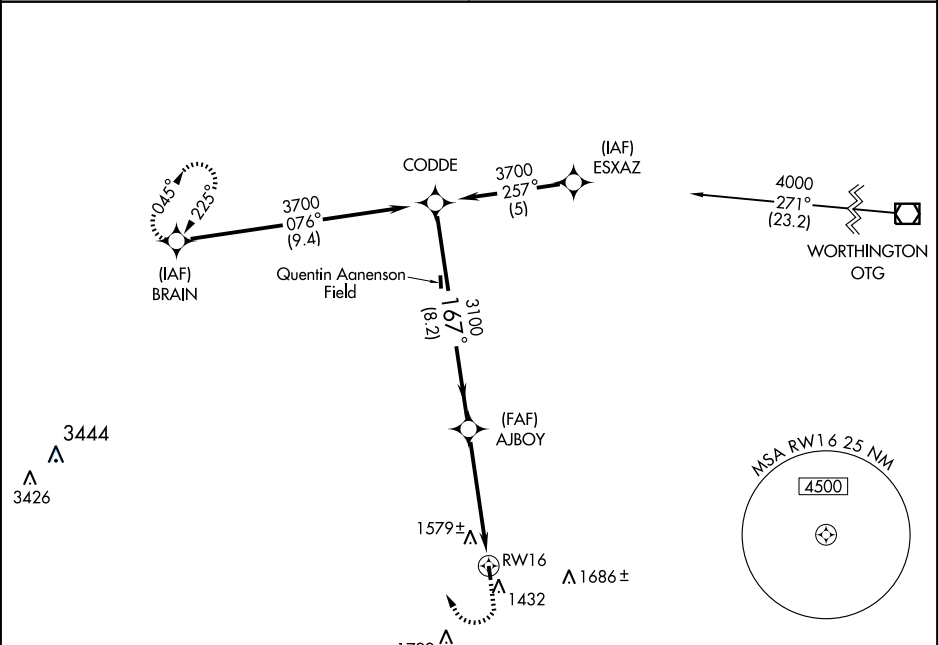


Procedure Turn NA	OVR 11	CLOAK OVR 19	2800 ↑ OVR R-105	CLOAK OVR 19
	2800	2800	105°	OVR 23.5
8 NM		4.5 NM		
CATEGORY	A	B	C	D
CIRCLING	1660-1 616 (700-1)	1740-1¼ 696 (700-1¼)	NA	

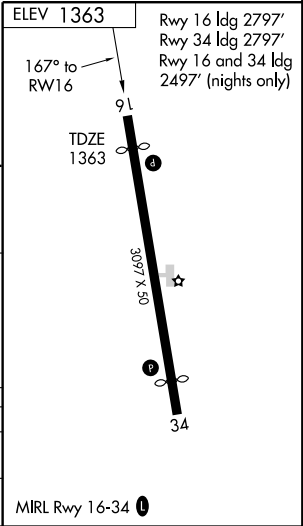
GPS RWY 16
ROCK RAPIDS MUNI (R.R.Q)

APP CRS	Rwy Idg
167°	2797*
	TDZE
	1363
	Apt Elev
	1363

<div>▼</div> <div>▲ NA</div>	Use Sioux Falls, SD altimeter setting. *2497' (nights only)	MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.
SIOUX FALLS APP CON★ 126.9 267.9		UNICOM 122.8 (CTAF) 0



<div>CODDE</div> <div>3700</div> <div>Procedure Turn NA</div> <div>167°</div> <div>AJBOY</div> <div>3100</div> <div>RW16</div> <div>8.2 NM</div> <div>5 NM</div>					<div>2200</div> <div>3700</div> <div>BRAIN</div>
CATEGORY	A	B	C	D	
S-16	1900-1 537 (600-1)		NA		
CIRCLING	1960-1 597 (600-1)		NA		



NDB SKI
356

APP CRS
345°

Rwy Idg	4100
TDZE	1243
Apt Elev	1250

NDB or GPS RWY 36

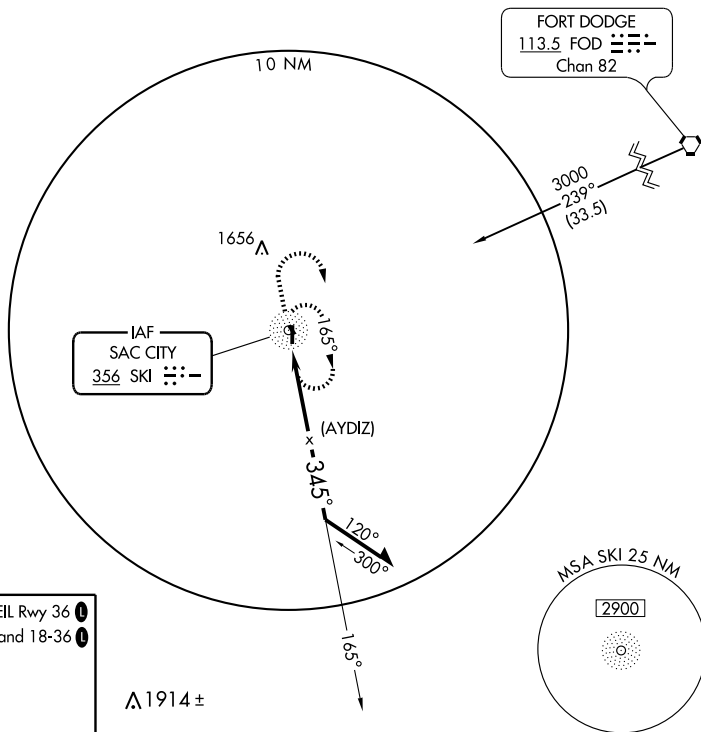
SAC CITY MUNI (SKI)

ANA

Use Fort Dodge altimeter setting.
Circling to Rwy 14-32 not authorized at night.

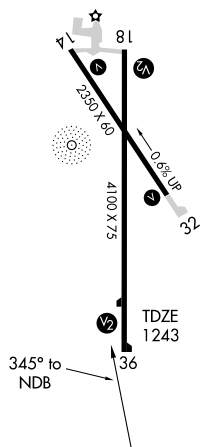
MISSED APPROACH: Climb to 3000 then right turn direct SKI NDB and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**

NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 1250

REIL Rwy 36 **L**MIRL Rwy 14-32 and 18-36 **L** $\Delta 1914 \pm$

3000



SKI

054

NDE

Remain
within 10 NM

-164

(AYDIZ)

3000

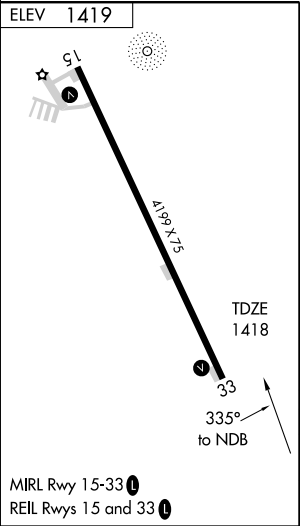
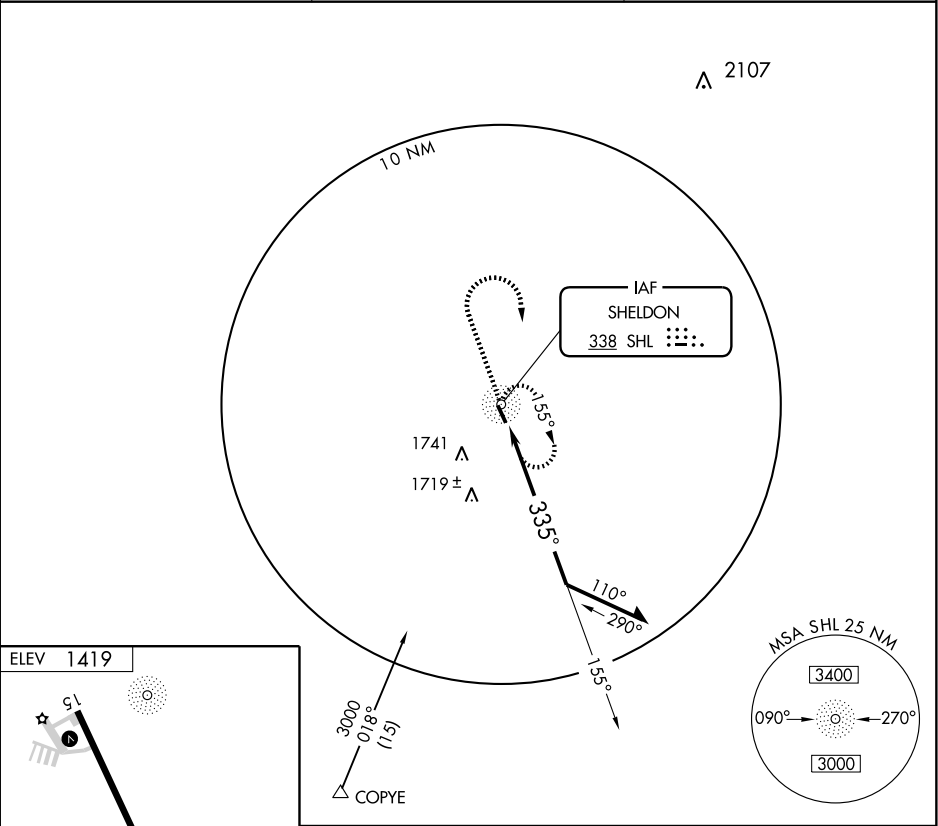
CATEGORY	A	B	C	D
S-36	1960-1	717 (800-1)	NA	
CIRCLING	1960-1	710 (800-1)	NA	

NDB RWY 33
SHELDON MUNI (SHL)

NDB SHL 338	APP CRS 335°	Rwy Idg TDZE Apt Elev	4199 1418 1419
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NA If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climb to 3000 then right turn direct SHL NDB and hold.
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AWOS-3 119.775	FORT DODGE RADIO 122.15	UNICOM 122.8 (CTAF)
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3000		SHL 338	NDB	Remain within 10 NM
CATEGORY	A	B	C	D
S-33	2100-1	682 (700-1)	2100-2 682 (700-2)	2100-2¼ 682 (700-2¼)
CIRCLING	2100-1	681 (700-1)	2100-2 681 (700-2)	2100-2¼ 681 (700-2¼)

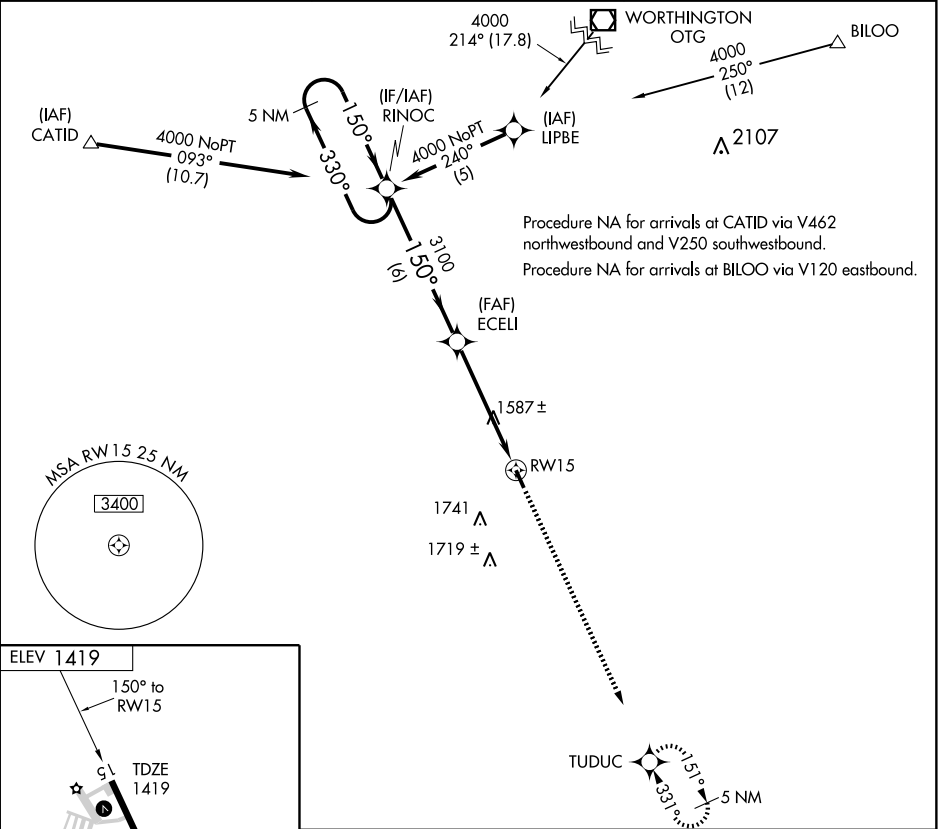
APP CRS	Rwy Idg	4199
150°	TDZE	1419
	Apt Elev	1419

RNAV (GPS) RWY 15
SHELDON MUNI (SHL)

A DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct TUDUC and hold.

AWOS-3 119.775	FORT DODGE RADIO 122.15	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern

RINOC

ECELI

4000

3100

1.2 NM to RW15

3.05° TCH 44

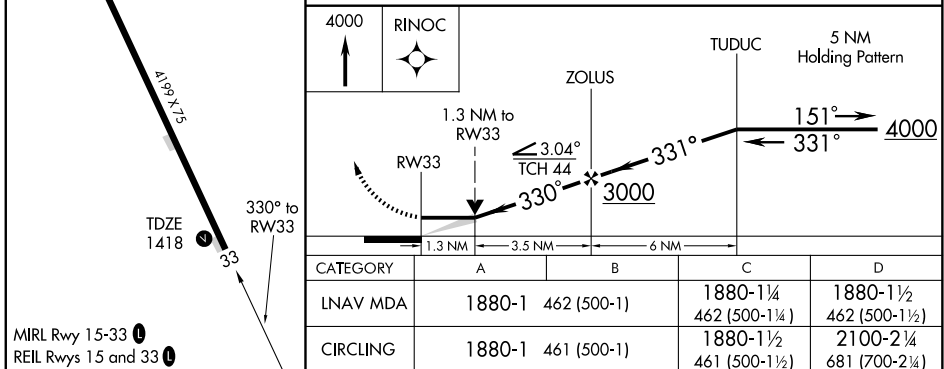
6 NM

3.9 NM

1.2 NM

CATEGORY	A	B	C	D
LNAV MDA	1840-1	421 (500-1)	1840-1¼	421 (500-1¼)
CIRCLING	1840-1 421 (500-1)	1880-1 461 (500-1)	1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

AWOS-3 119.775	FORT DODGE RADIO 122.15	UNICOM 122.8 (CTAF) 0
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NDB SDA 411	APP CRS 040°	Rwy Idg TDZE Apt Elev 5000 967 971
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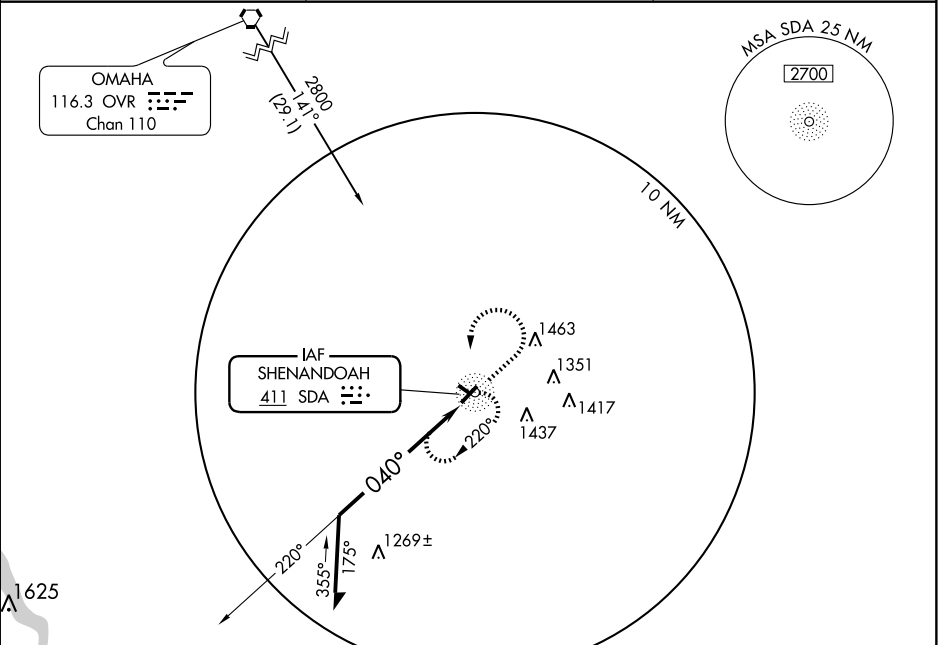
NDB RWY 4
SHENANDOAH MUNI (SDA)



If local altimeter setting not received, use Clarinda altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct SDA NDB and hold.

AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF)
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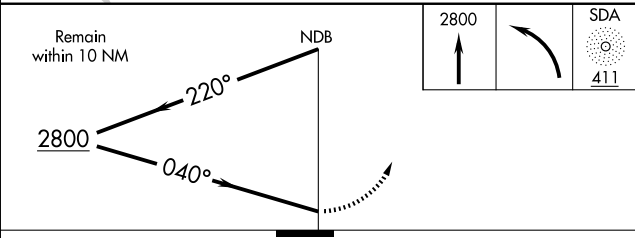


ELEV 971

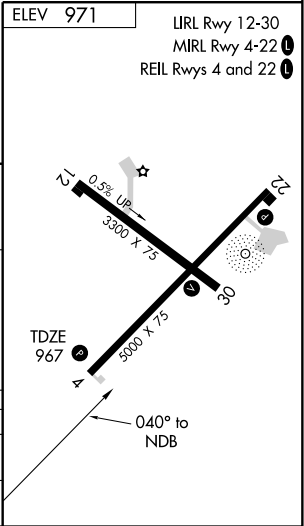
LIRL Rwy 12-30

MIRL Rwy 4-22

REIL Rwy 4 and 22



CATEGORY	A	B	C	D
S-4	1620-1	653 (700-1)	NA	
CIRCLING	1620-1	649 (700-1)	NA	



WAAS CH 63101 W04A	APP CRS 038°	Rwy Idg 5000 TDZE 967 Apt Elev 971
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RNAV (GPS) RWY 4
SHENANDOAH MUNI (SDA)

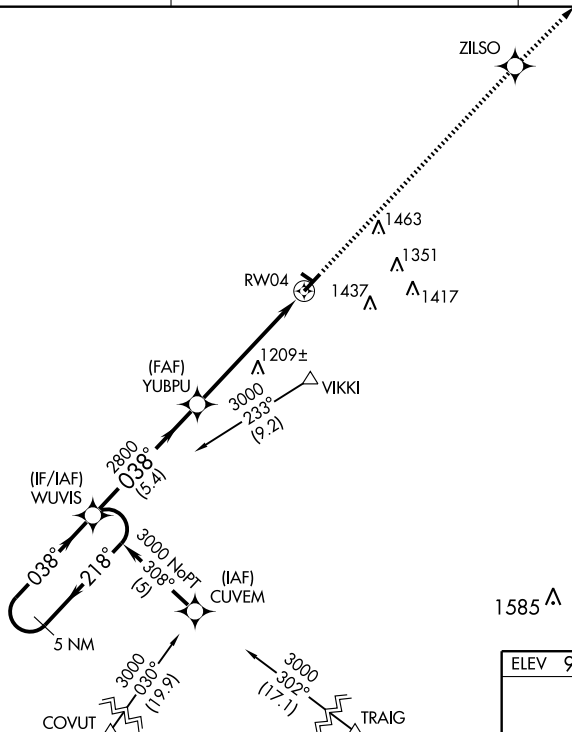
T	If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.
A	VDP NA when using Clarinda altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

AWOS-3
125.525

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) **L**



MISSED APCH FIX

5 NM



MSA RW04 25 NM

2700

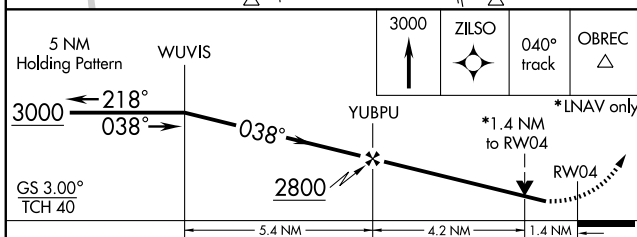
1.585 Å

ELEV 971

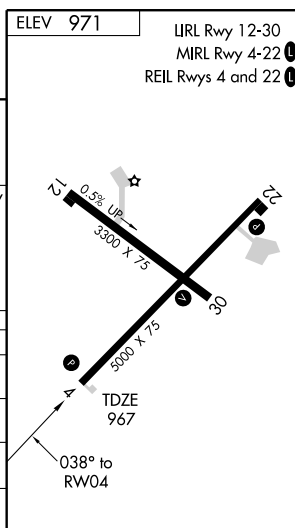
URL Rwy 12-30

MIRL Rwy 4-22 **L**

REIL Rwys 4 and 22 L



CATEGORY	A	B	C	D
LPV DA	1230-1	263 (300-1)	NA	
LNAV/ VNAV DA	NA			
LNAV MDA	1460-1	493 (500-1)	NA	
CIRCLING	1520-1	549 (600-1)	NA	



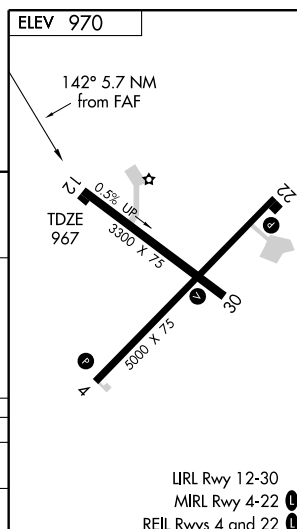
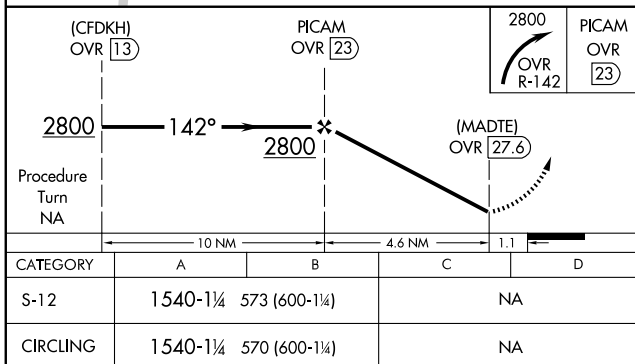
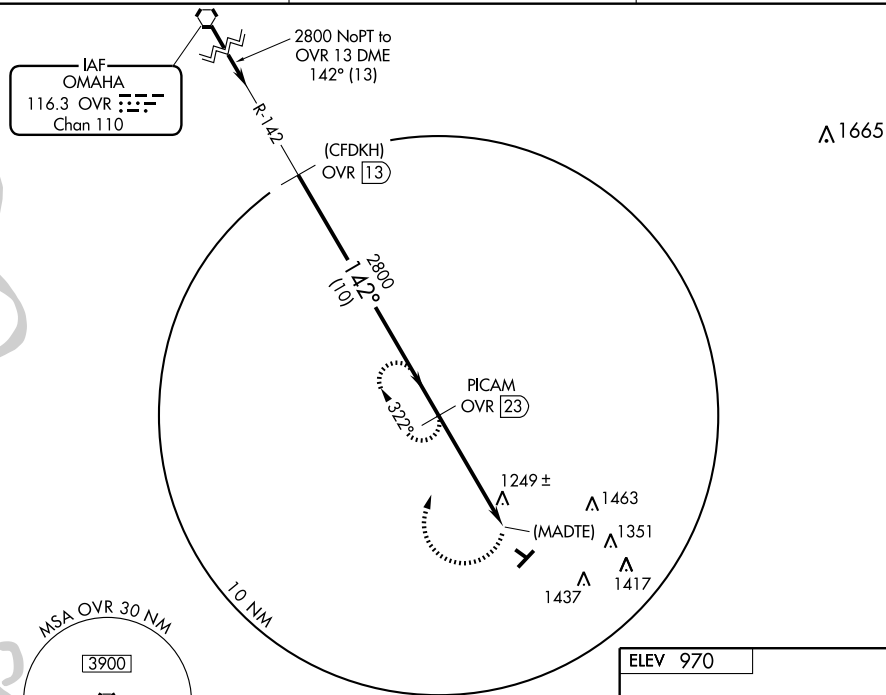
VORTAC OVR 116.3 Chan 110	APP CRS 142°	Rwy Idg 3300 TDZE 967 Apt Elev 970
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VOR/DME or GPS RWY 12
SHENANDOAH MUNI (SDA)

MISSED APPROACH: Climbing right turn to 2800 via OVR R-142 to PICAM/OVR 23 DME and hold.

AWOS-3
125.525

OMAHA APP CON
124.5 263.0

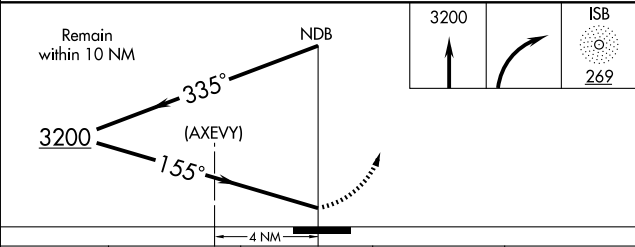
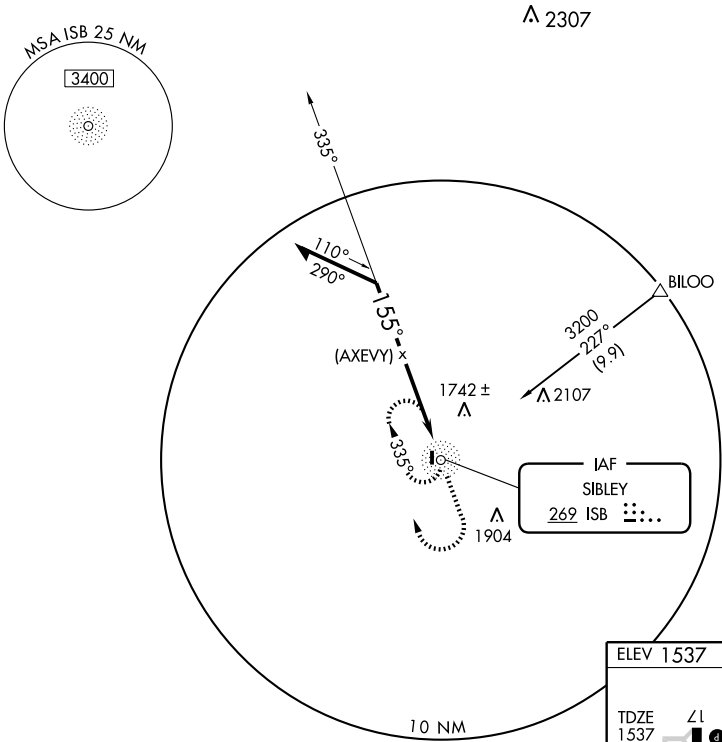
UNICOM
122.8 (CTAF) **L**

NDB ISB	APP CRS	Rwy Idg	2987
<u>269</u>	<u>155°</u>	TDZE	<u>1537</u>
		Apt Elev	<u>1537</u>

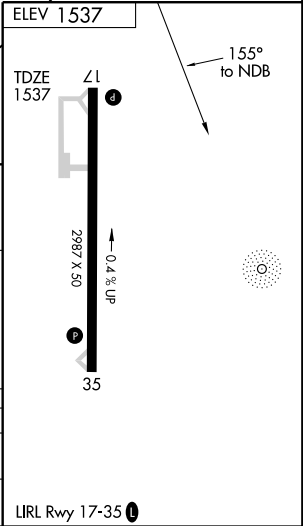
NDB or GPS RWY 17



SIBLEY MUNI (ISB)

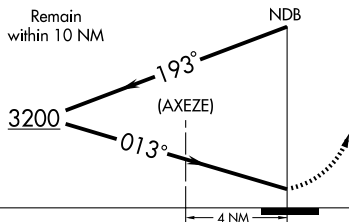
<div>▲ NA</div> <div>Use Worthington MN altimeter setting.</div>	MISSED APPROACH: Climb to 3200 then right turn direct ISB NDB and hold.
MINNEAPOLIS CENTER 132.05 317.4	UNICOM 122.8 (CTAF) 1



CATEGORY	A	B	C	D
S-17	2160-1	623 (700-1)	2160-1 3/4 623 (700-1 3/4)	NA
CIRCLING	2160-1	623 (700-1)	2160-1 3/4 623 (700-1 3/4)	NA



 NA Use Worthington MN altimeter setting.	MISSED APPROACH: Climb to 3200 then left turn direct ISB NDB and hold.
MINNEAPOLIS CENTER 132.05 317.4	UNICOM 122.8 (CTAF) 



ELEV 1537

2087 X 50

0.4% UP

TDZE 1537

013° to NDB

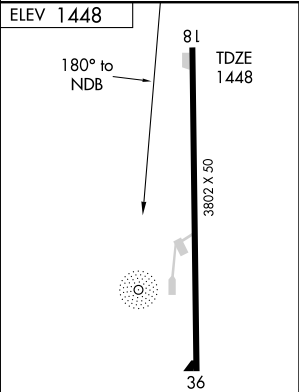
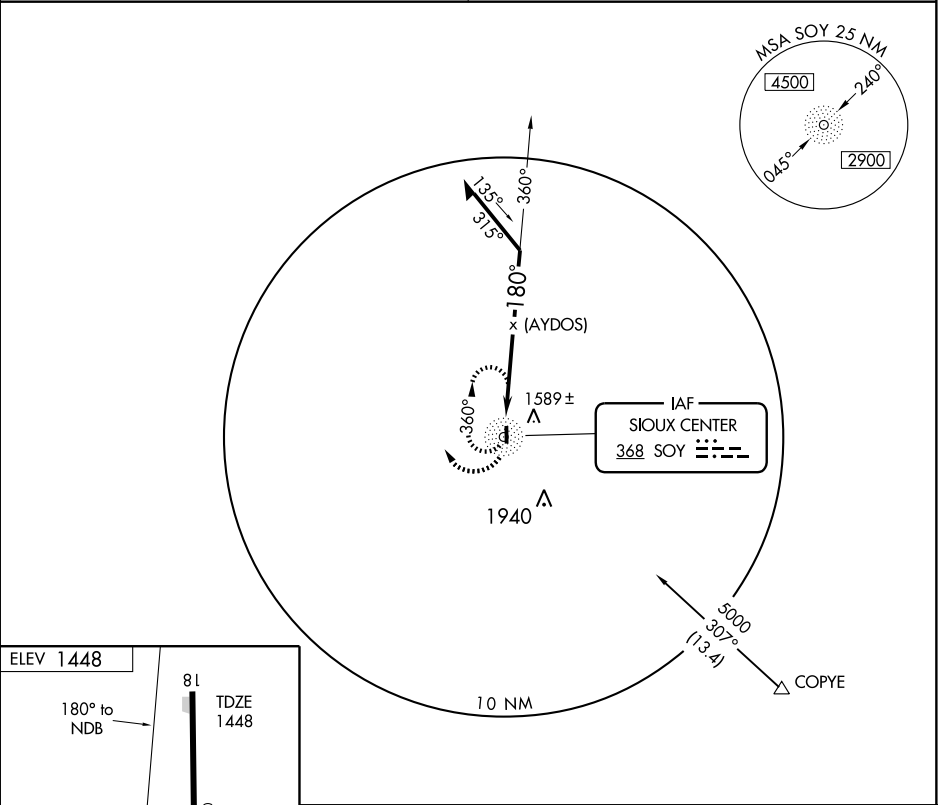
LIRL Rwy 17-35



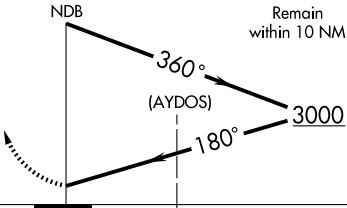
NDB SOY	APP CRS	Rwy Idg	3802
368	180°	TDZE	1448
		Apt Elev	1448

NDB or GPS RWY 18

SIOUX CENTER MUNI (SOY)

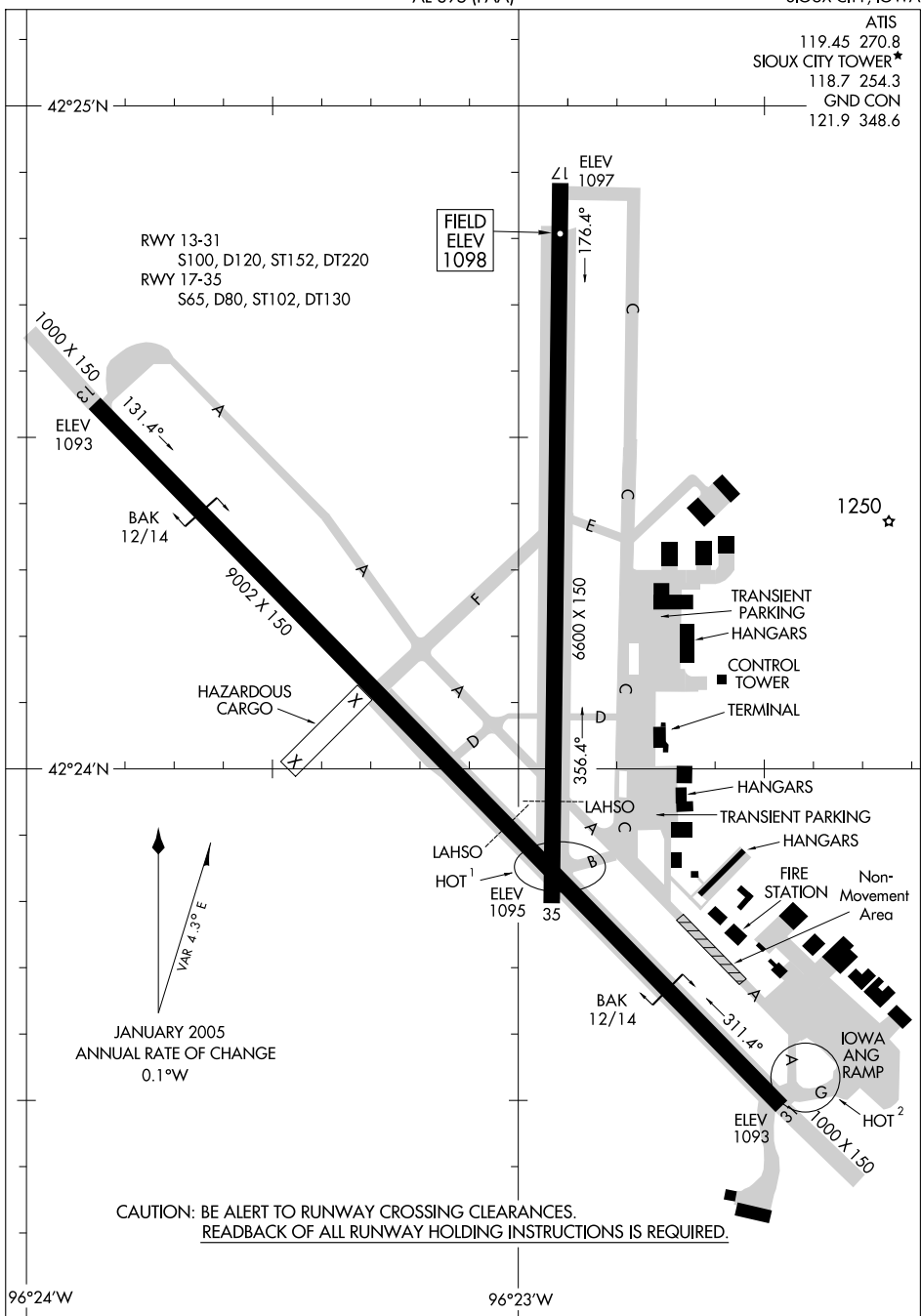
<div> <div></div> <div>NA</div> </div> <div> Use Orange City altimeter setting; if not received use Sioux Falls altimeter setting and increase all MDAs 60 feet. </div>	MISSED APPROACH: Climbing right turn to 5000 in SOY NDB holding pattern.
MINNEAPOLIS CENTER 124.1 269.0	UNICOM 122.8 (CTAF) 0



<div>5000</div> <div></div>	<div>SOY</div> <div></div> <div>368</div>	<div></div>			
CATEGORY	A	B	C	D	
S-18	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA	
CIRCLING	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA	



AIRPORT DIAGRAM

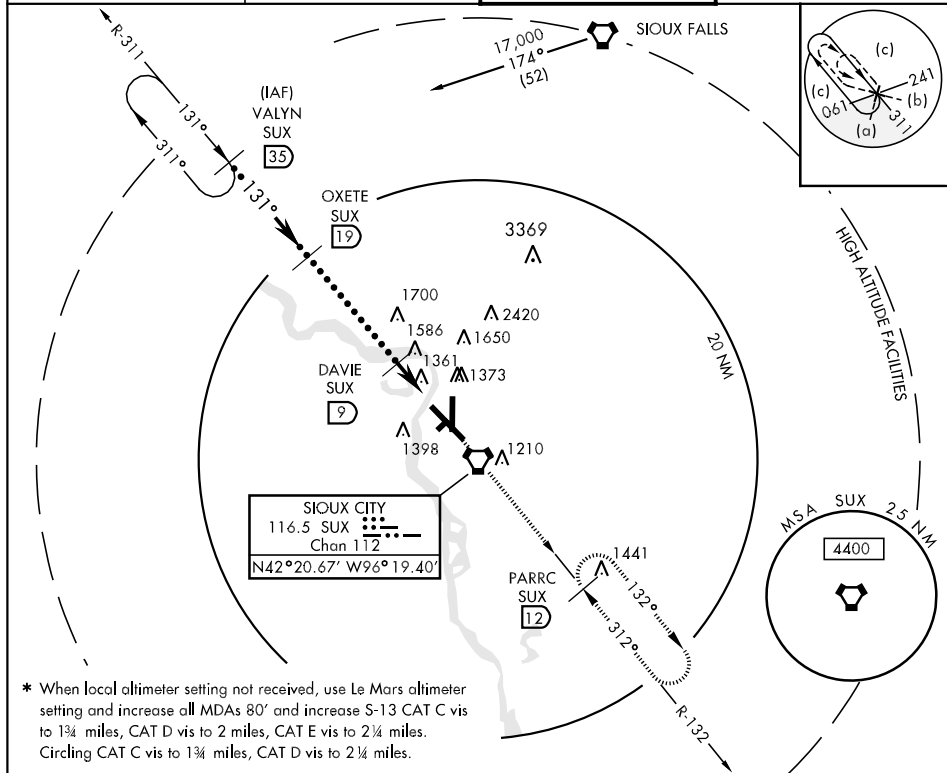
SIoux GATEWAY/COLONEL BUD DAY FIELD (SU~~X~~)
AL-395 (FAA) SIoux CITY, IOWA



NC-3, 22 OCT 2009 to 19 NOV 2009

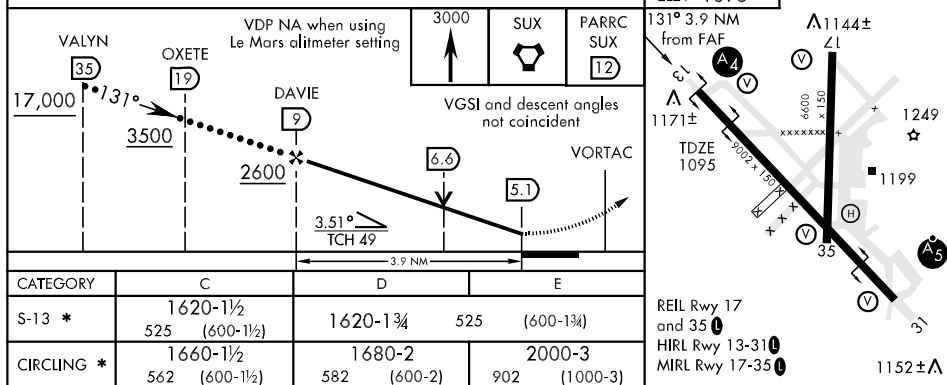
VORTAC SUX 116.5 Chan 112	APCH CRS 131°	Rwy Idg 9002 TDZE 1095 Arpt Elev 1098	HI-TACAN 81 VOR/DME RWT 13 JAL-395 [USAF] SIOUX CITY/SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)
---	-------------------------	--	--

		MALS 	MISSED APPROACH: Climb to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.	
ATIS 119.45 277.2	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER ★ 118.7 0 (CTAF) 254.3	GND CON 121.9 348.6	



* When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-13 CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¾ miles. Circling CAT C vis to 1¾ miles, CAT D vis to 2¾ miles.

EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800



SIOUX CITY, IOWA

42°24'N-96°23'W

SIOUX CITY/ SIOUX GATEWAY/COI BUD DAY FIELD

(KSUX)

VORTAC SUX 116.5 Chan 112	APCH CRS 312°	Rwy Idg TDZE Arpt Elev 9002 1096 1098
---	-------------------------	---

JAL-395 [USAF]
SIoux CITY/ SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)

✦ When ALS inop, increase CAT E vis to 1¾ miles.



MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

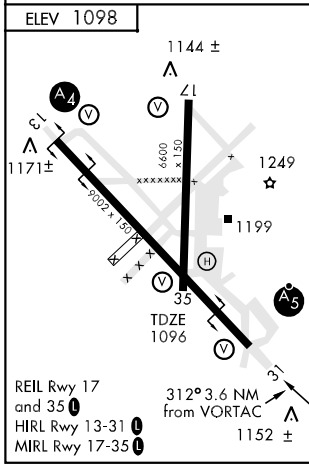
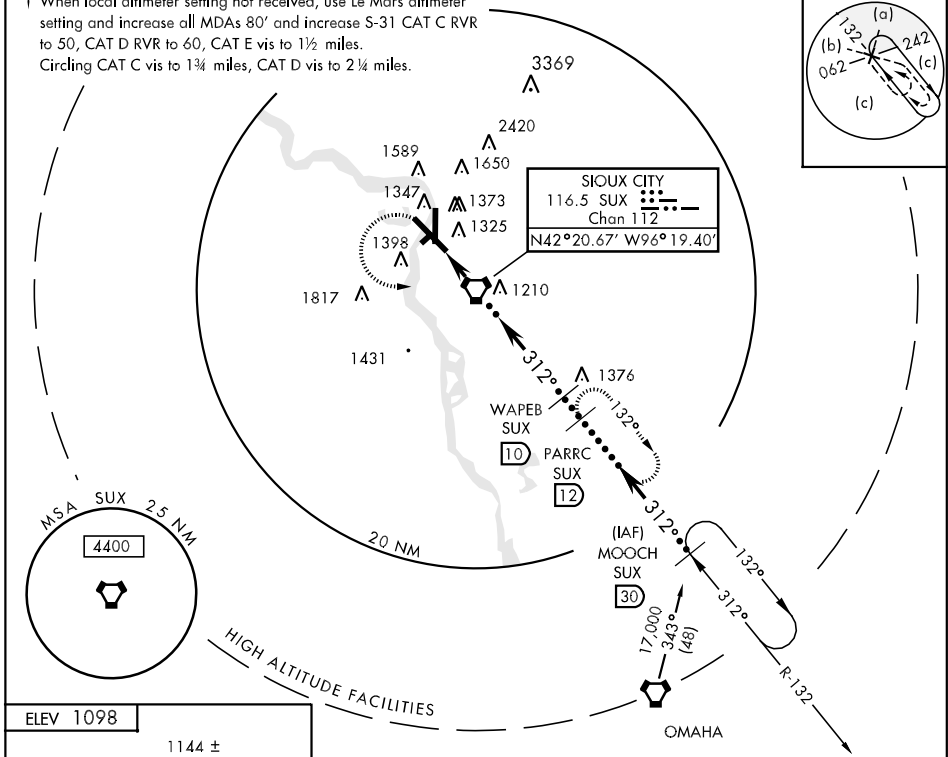
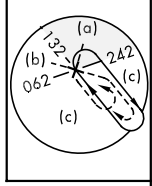
ATIS
119.45 277.2

SIoux CITY APP CON
124.6 307.0

SIoux CITY TOWER ✦
118.7 0 (CTAF) **254.3**

GND CON
121.9 348.6

† When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-31 CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½ miles.
Circling CAT C vis to 1¾ miles, CAT D vis to 2½ miles.



EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800

1600	3000	PARRC SUX [12]	VGSI and descent angles not coincident	MOOCH [30]
VDP NA when using Le Mars altimeter setting				
WPEB [10] 17,000				
VORTAC 2200				
3.6 NM				
3.6 NM				
2.76° TCH 50				
CATEGORY	C	D	E	
S-31 ✦ †	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1½)	
CIRCLING †	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	

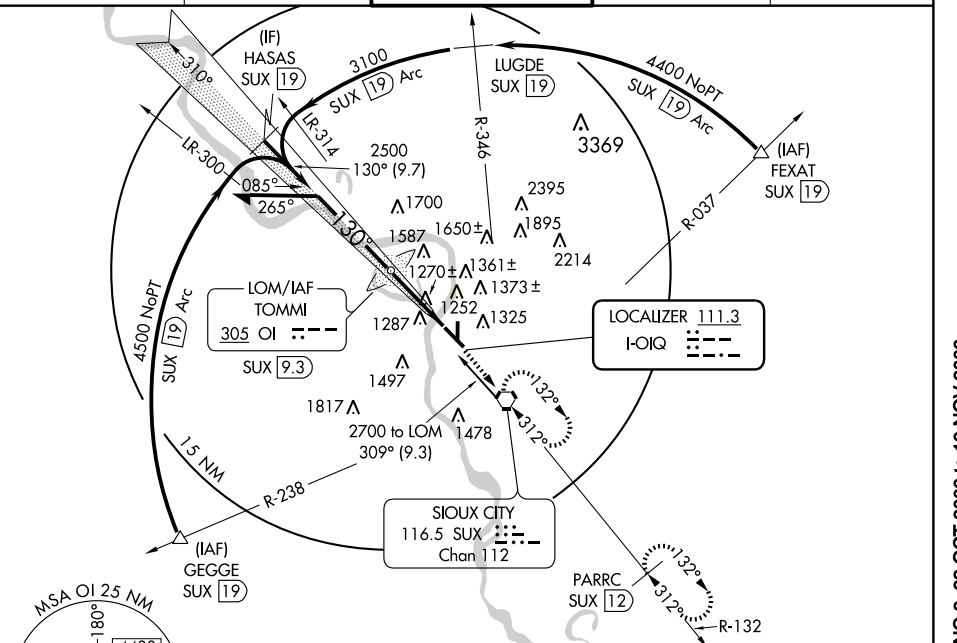
LOC I-OIQ 111.3	APP CRS 130°	Rwy Idg TDZE Apt Elev 9002 1095 1098	SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)
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Inoperative table does not apply to S-LOC 13 Cat C.

MALS
-=-

MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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MSA OI 25 NM

4400

3500

180°

270°

Remain within 15 NM

2700

310°

130°

2500

GS 3.00° TCH 54

4.2 NM

2900

SUX 116.5

SUX 5.1

ELEV 1098

130° 4.2 NM from FAF

1171±

TDZE 1095

2002 X 1.50

6600 X 1.50

1250

1226

1152±

31°

35

31

25

CATEGORY	A	B	C	D	E
S-ILS 13	1295-¾ 200 (200-¾)				
S-LOC 13	1580-¾ 485 (500-¾)	1580-1¼ 485 (500-1¼)	1580-1½ 485 (500-1½)	1580-1¾ 485 (500-1¾)	
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	

TDZL Rwy 13

REIL Rwy 17

HIRL Rwy 13-31

MIRL Rwy 17-35

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 22 OCT 2009 to 19 NOV 2009

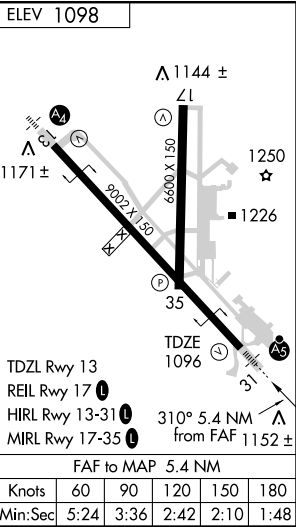
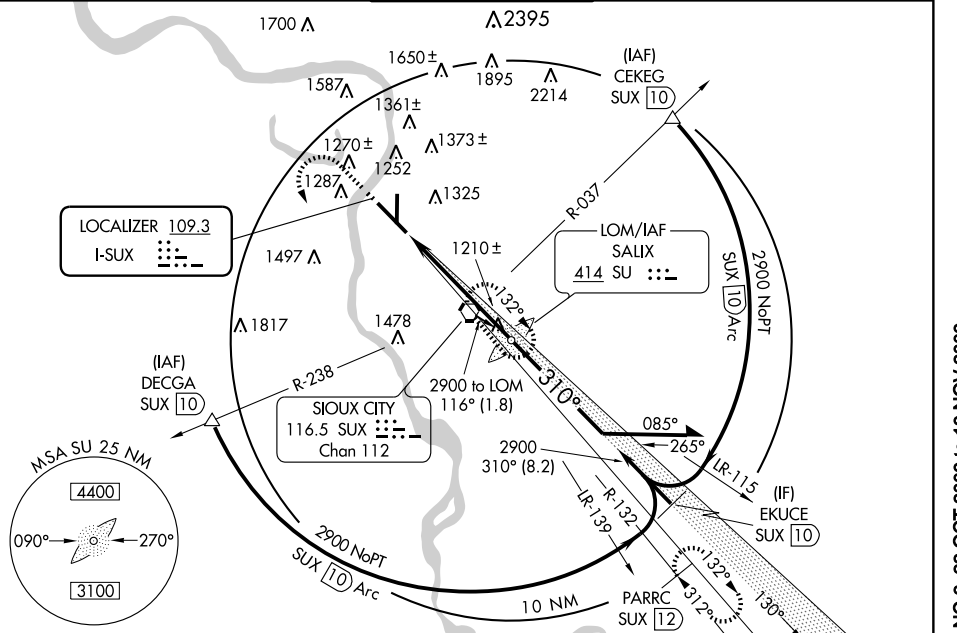
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MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2900 direct to SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER* 118.7(CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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<div><div>1500</div><div>2900</div><div>SUX 116.5</div></div>					
<div><div>LOM</div><div>2877</div><div>130°</div><div>310°</div><div>2900</div><div>2900</div><div>5.4 NM</div><div>Remain within 15 NM</div><div>GS 3.00° TCH 43</div></div>					
CATEGORY	A	B	C	D	E
S-ILS 31	1296/24 200 (200-½)				
S-LOC 31	1460/24 364 (400-½)			1460/40 364 (400-¾)	
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

▼

NA

Cat C inoperative table does not apply.

MALS

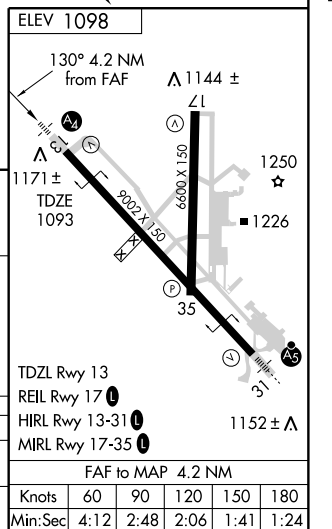
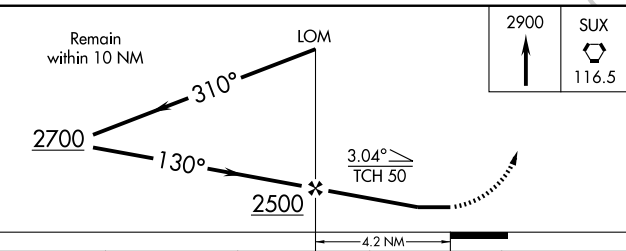
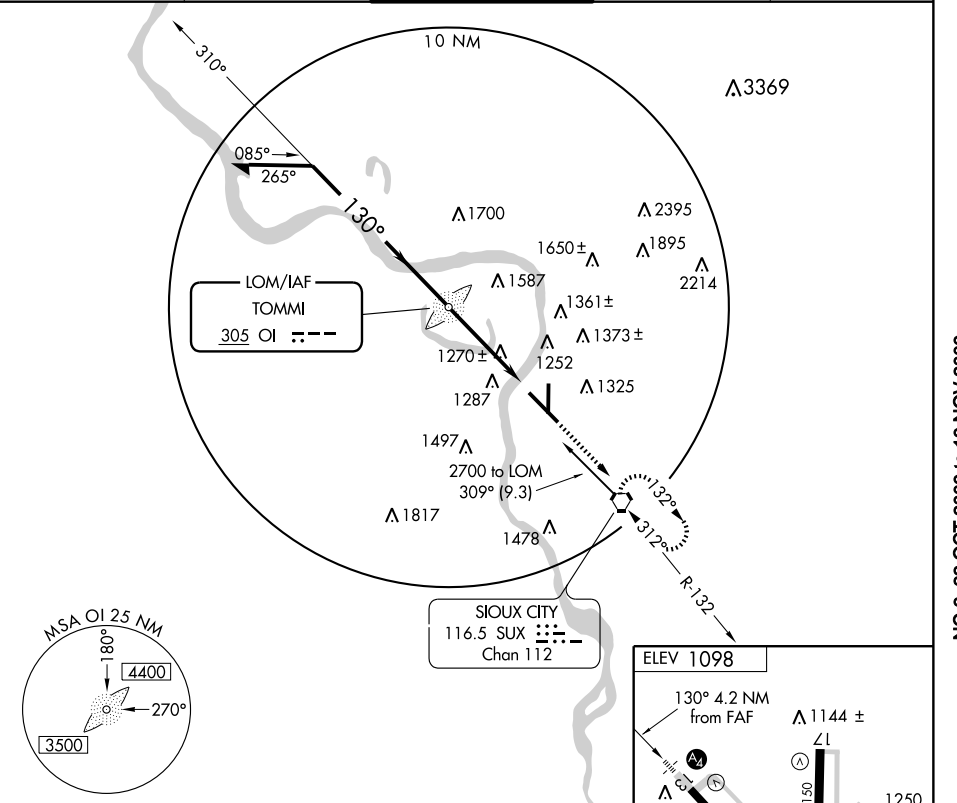
≡

≡

≡

MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-13	1660-3/4 567 (600-3/4)		1660-1 1/2 567 (600-1 1/2)	1660-1 3/4 567 (600-1 3/4)
CIRCLING	1660-1 562 (600-1)		1660-1 1/2 562 (600-1 1/2)	1680-2 582 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3: 22 OCT 2009 to 19 NOV 2009

AL-395 (FAA)

NDB GAK	APP CRS	Rwy Idg	6600
<u>233</u>	180°	TDZE	1098
		Apt Elev	1098

NDB RWY 17

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)



ANA

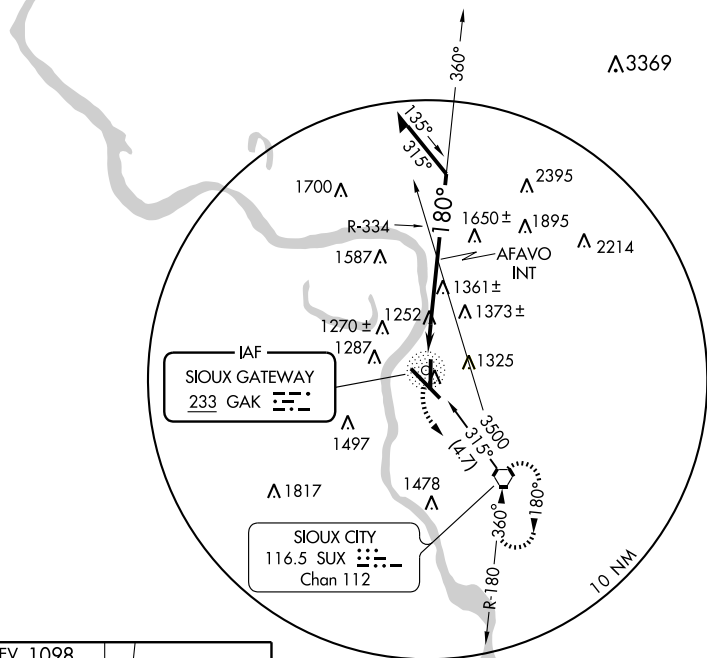
MISSED APPROACH: Climbing left turn to 3000 direct SUX VORTAC and hold.

ATIS
119.45 270.8

SIoux CITY APP CON
124.6 307.0

SIOUX CITY TOWER ★
 118.7 (CTAF) **Q** 254.3

GND CON
121.9 348.6

UNICOM
122.95

MSA GAK 25 NM

4400

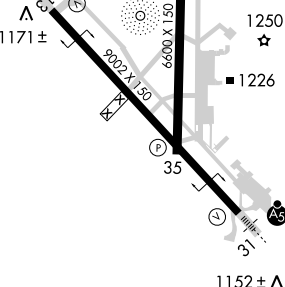
090° →  ← 270°


2900

ELEV 1098

NDB

41 TDZE
1098



3000	SUX  116.5
------	---

VGSI and descent angles
not coincident.

NDB

Remain
within 10 NM

36

A

29°

50

1000

[illegible]

60

--	--

60

TDZL Rwy 13
REIL Rwy 17 **L**
HIRL Rwy 13-31 **L**
MIRL Rwy 17-35 **L**

CATEGORY	A	B	C	D
S-17	1760-1	662 (700-1)	1760-1 ³⁴ 662 (700-1 ³⁴)	1760-2 662 (700-2)
CIRCLING	1760-1	662 (700-1)	1760-1 ³⁴ 662 (700-1 ³⁴)	1760-2 662 (700-2)

NC-3. 22 OCT 2009 to 19 NOV 2009

AL-395 (FAA)

LOM SU <u>414</u>	APP CRS 310°	Rwy Idg 9002 TDZE 1095 Apt Elev 1098
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NDB RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)



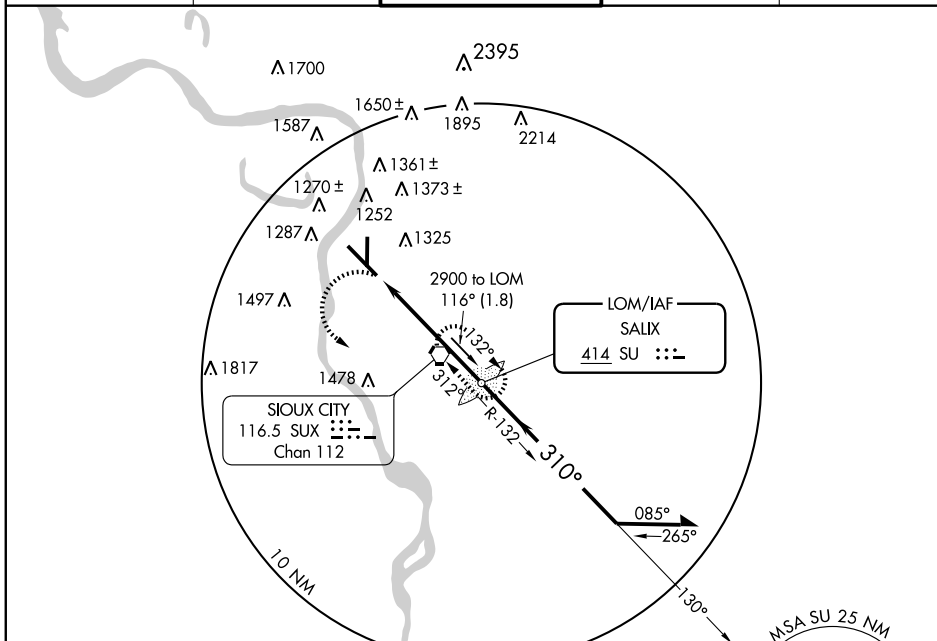
ANA

MALS



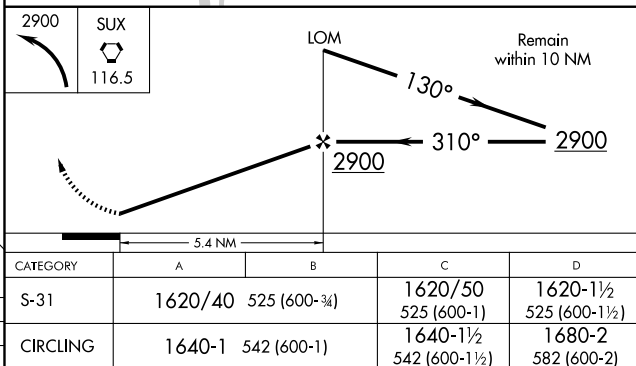
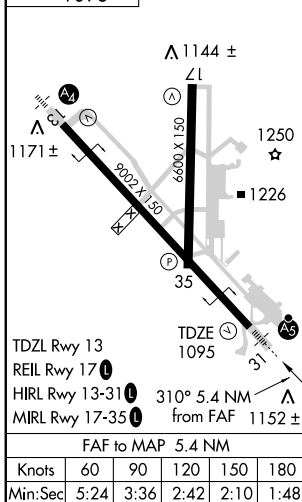
MISSED APPROACH: Climbing left turn to 2900 direct SUX VORTAC and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER★ 118.7(CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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NC-3, 22 OCT 2009 to 19 NOV 2009

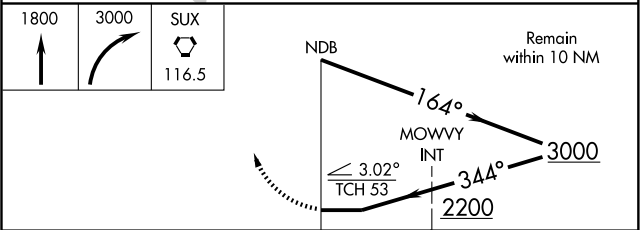
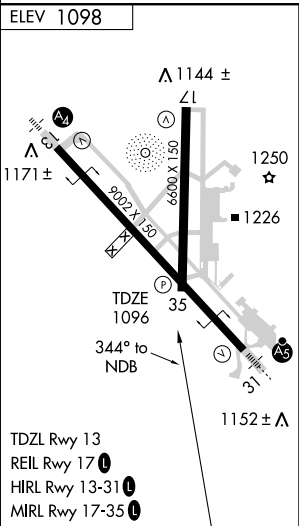
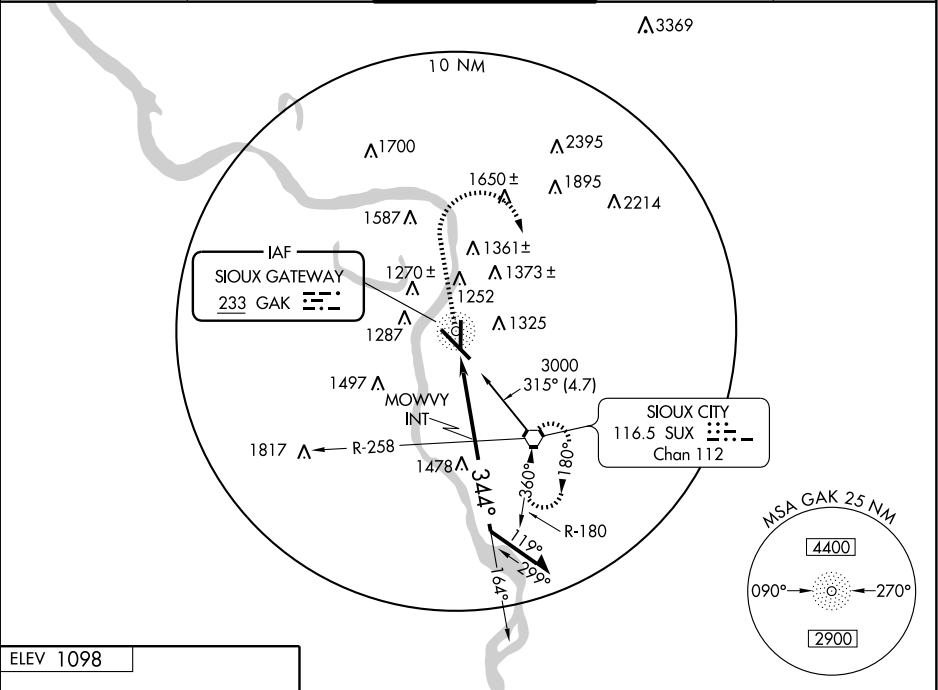
ELEV 1098



NDB GAK	APP CRS	Rwy Idg	6600
233	344°	TDZE	1096
		Apt Elev	1098

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) 254.3	121.9 348.6	122.95



CATEGORY	A	B	C	D
S-35	2200-1¼ 1104 (1200-1¼)	2200-1½ 1104 (1200-1½)	2200-3	1104 (1200-3)
CIRCLING	2200-1¼ 1102 (1200-1¼)	2200-1½ 1102 (1200-1½)	2200-3	1102 (1200-3)
MOWVY FIX MINIMUMS				
S-35	1560-1	464 (500-1)	1560-1¼ 464 (500-1¼)	1560-1½ 464 (500-1½)
CIRCLING	1640-1	542 (600-1)	1640-1½ 542 (600-1½)	1680-2 582 (600-2)

WAAS
CH 57911
W13A

APP CRS
130°

Rwy Idg
TDZE
Apt Elev

9002
1095
1098

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV NA when using Le Mars altimeter setting. When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV visibility to RVR 5000 all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D visibility ¼ mile and Cat E ½ mile. Increase circling Cat C/D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV and LNAV Cat C/E.

MALS

MISSED APPROACH: Climb to 3900 direct WAVUK and hold.

ATIS 119.45 270.8	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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Procedure NA for arrivals on SUX VORTAC
airway radials 298 CW 331.

TDZL Rwy 13
REIL Rwy 17 1
HIRL Rwy 13-31 1
MIRL Rwy 17-35 1

7 NM Holding Pattern		VOGYU		VGSI and RNAV glidepath not coincident.		3900	WAVUK		
3500		310°		130°					
GS 3.00°		TCH 54		130°					
		6.8 NM		4.2 NM					
CATEGORY	A	B	C	D	E				
LPV DA	1295/40 200 (200-¾)								
LNAV/VNAV DA	1582-1¾ 487 (500-1¾)								
LNAV MDA	1620/40	525 (600-¾)	1620-1½ 525 (600-1½)	1620-1¾	525 (600-1¾)				
CIRCLING	1640-1	542 (600-1)	1660-1½ 562 (600-1½)	1680-2	2000-3 582 (600-2)	2000-3	902 (1000-3)		

NC-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6600
175°	TDZE	1098
	Apt Elev	1098

RNAV (GPS) RWY 17

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

⚠

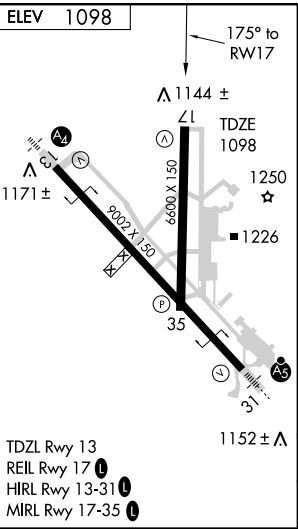
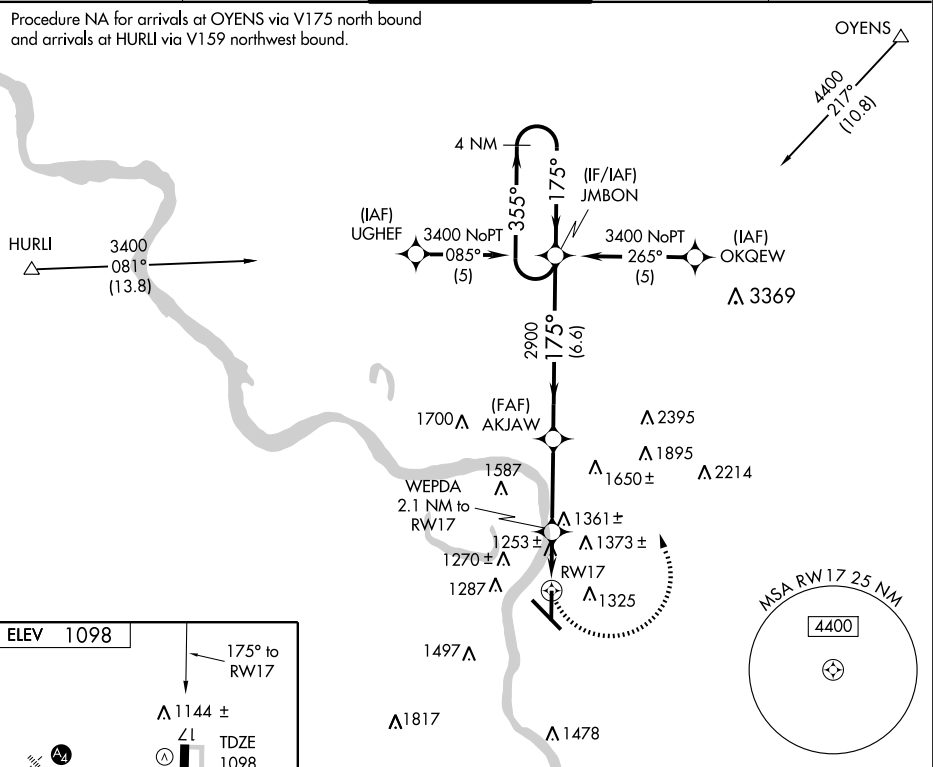
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

⚠

When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet. Increase LNAV and circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4400 direct JMBON and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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4400 JMBON VGSJ and descent angles not coincident. 4 NM Holding Pattern				
CATEGORY	A	B	C	D
LNAV MDA	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1660-1¾ 562 (600-1¾)
CIRCLING	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)

WAAS
CH 90211
W31A

APP CRS
310°

Rwy Idg
TDZE
Apt Elev

9002
1096
1098

Baro-VNAV NA when using LeMars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP: 0.3 NA.
When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and Cat E visibility ¼ mile. Increase circling Cat C/D visibility ¼ mile.
For inoperative MALS R increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.
For inoperative MALS R, when using Le Mars altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 2.

MALS R

MISSED APPROACH:
Climb to 3500 direct VOGYU and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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MISSED APCH FIX

ELEV 1098

3500	VOGYU	VGSI and RNAV glidepath not coincident.		WAWUK	7 NM Holding Pattern
		TOVUY	310°	130°	3900
		2900	310°	3900	GS 3.00° TCH 43
5.5 NM		6.6 NM			
CATEGORY	A	B	C	D	E
LPV DA	1296/24 200 (200-½)				
LNAV/VNAV DA	1507/50 411 (500-1)				
LNAV MDA	1560/24 464 (500-½)	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)	2000-3
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3	902 (1000-3)

NC-3. 22 OCT 2009 to 19 NOV 2009

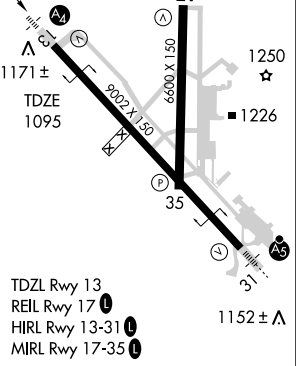
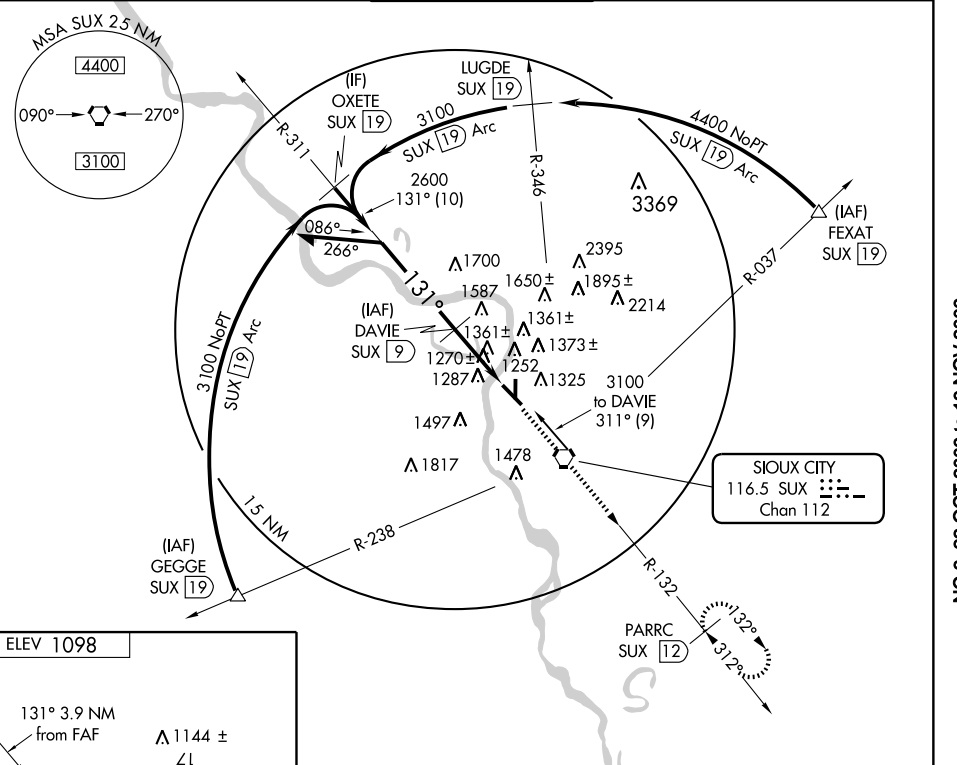
⚠

When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-13 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, Circling Cat C/D visibility ¼ mile. Inoperative table does not apply to Cat C. VDP NA when using Le Mars altimeter setting.

MALS

MISSED APPROACH: Climb to 3000 direct SUX VORTAC then via SUX R-132 to PARRC/12 DME and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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Remain within 15 NM		DAVIE SUX [9]	3000	SUX 116.5	SUX R-132 116.5	PARRC SUX [12]
3100		311°	131°	3.51° TCH 49	SUX 6.6	SUX 5.1
2600		2.4 NM				
VGSI and descent angles not coincident.						
CATEGORY	A	B	C	D	E	
S-13	1620/40	525 (600-¾)	1620-1 ½ 525 (600-1 ½)	1620-1 ¾ 525 (600-1 ¾)		
CIRCLING	1640-1	542 (600-1)	1660-1 ½ 562 (600-1 ½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	

NC-3, 22 OCT 2009 to 19 NOV 2009

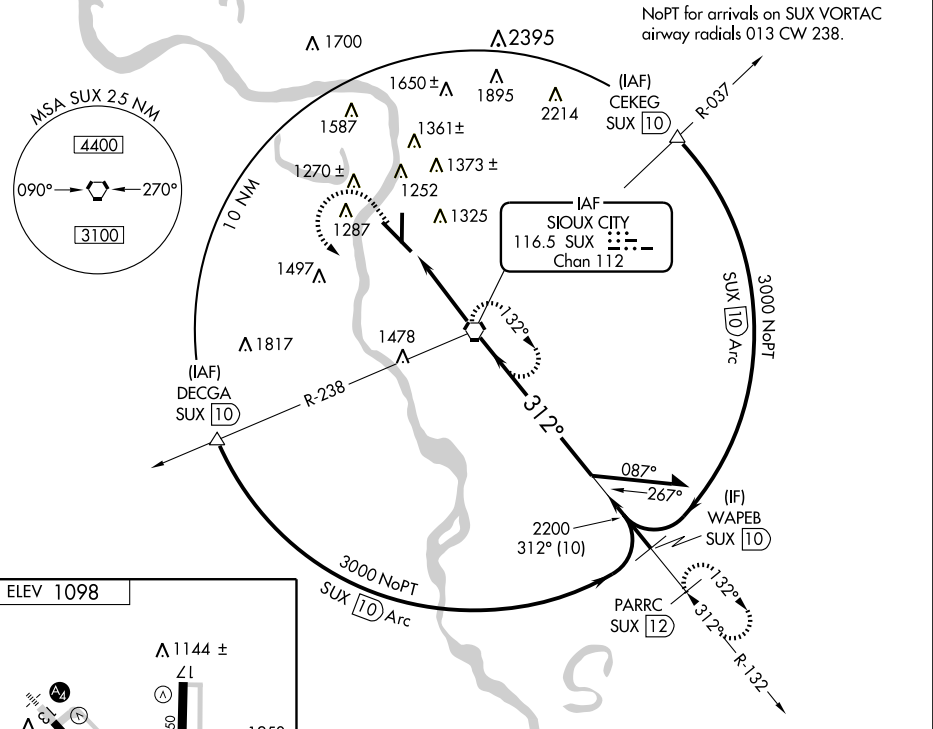
VORTAC SUX	APP CRS	Rwy Idg	9002
116.5	312°	TDZE	1096
Chan 112		Apt Elev	1098

When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-31 Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1½ mile, Circling Cat C/D visibility ¾ mile. For inoperative MALS, increase S-31 Cat E visibility ½ mile. VDP NA when using Le Mars altimeter setting.

MALSRAg

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue climb to 3000 via SUX R-132 to PARRC/12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIoux CITY APP CON	SIoux CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) 254.3	121.9 348.6	122.95



ELEV 1098

TDZL Rwy 13
REIL Rwy 17
HIRL Rwy 13-31
MIRL Rwy 17-35

312° 3.6 NM from FAF 1152±

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

1600 2900 SUX 116.5

VORTAC

Remain within 15 NM

132° 3000

312° 2200

2.76° TCH 50

1.3 2.3 NM

CATEGORY	A	B	C	D	E
S-31	1560/24 464 (500-½)	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1½)	1560/60 464 (500-1½)
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	2000-3 902 (1000-3)

NC-3: 22 OCT 2009 to 19 NOV 2009

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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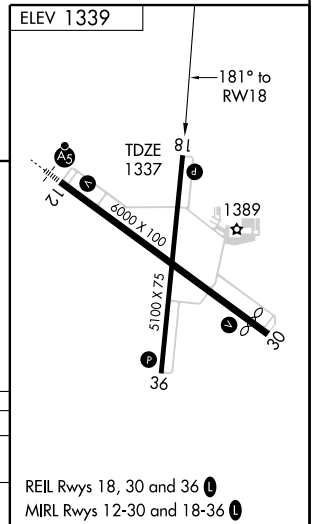
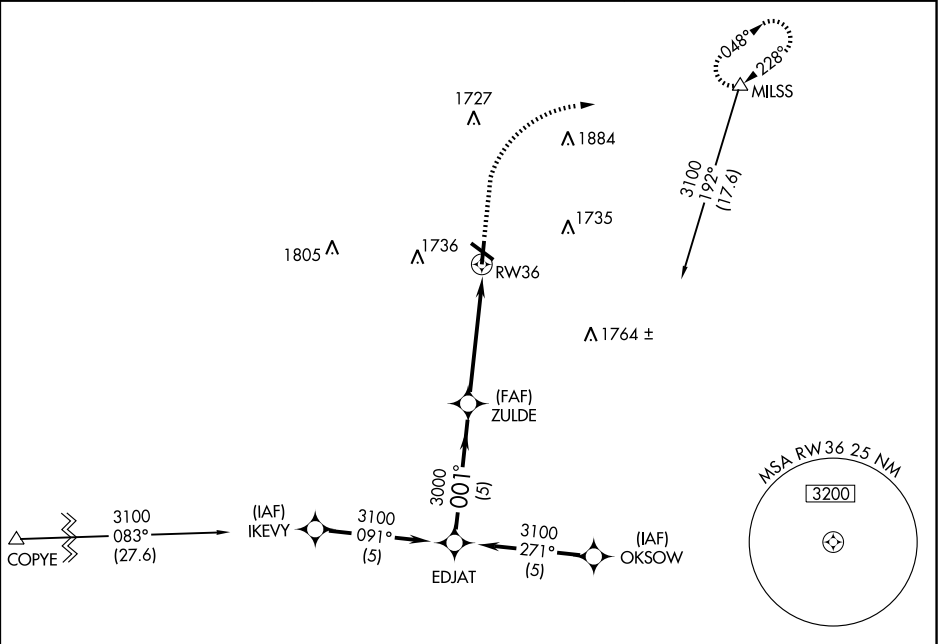


Diagram illustrating a turn procedure. The path starts at 2000, turns to 3100. Key points include RW18, PAYCI, and ADEYO. Distances are marked: 2 NM to RW18, 3 NM, and 5 NM. Angles are marked: 3.12° TCH 40 and 181°. The procedure is labeled 'Procedure Turn NA'.

APP CRS	Rwy Idg	5100
001°	TDZE	1337
	Apt Elev	1339

▲ NA	MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct MILSS WP and hold.
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ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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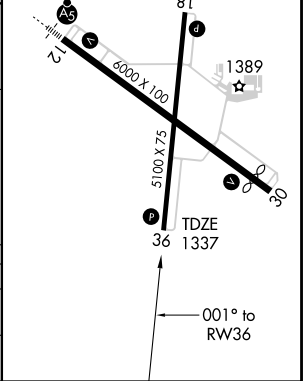


ELEV 1339

REIL Rwy 18, 30 and 36

MIRL Rwy 12-30 and 18-36

CATEGORY	A		B	C	D
S-36	1800-1 463 (500-1)		1800-1¼ 463 (500-1¼)	1800-1½ 463 (500-1½)	1800-1½ 463 (500-1½)
CIRCLING	1800-1 461 (500-1)		1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)	



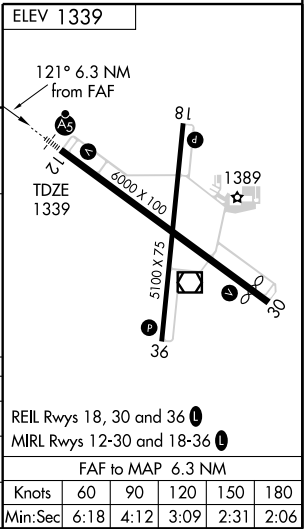
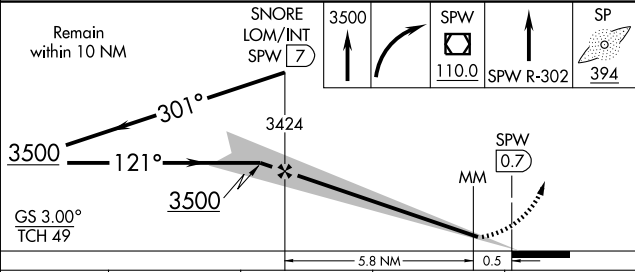
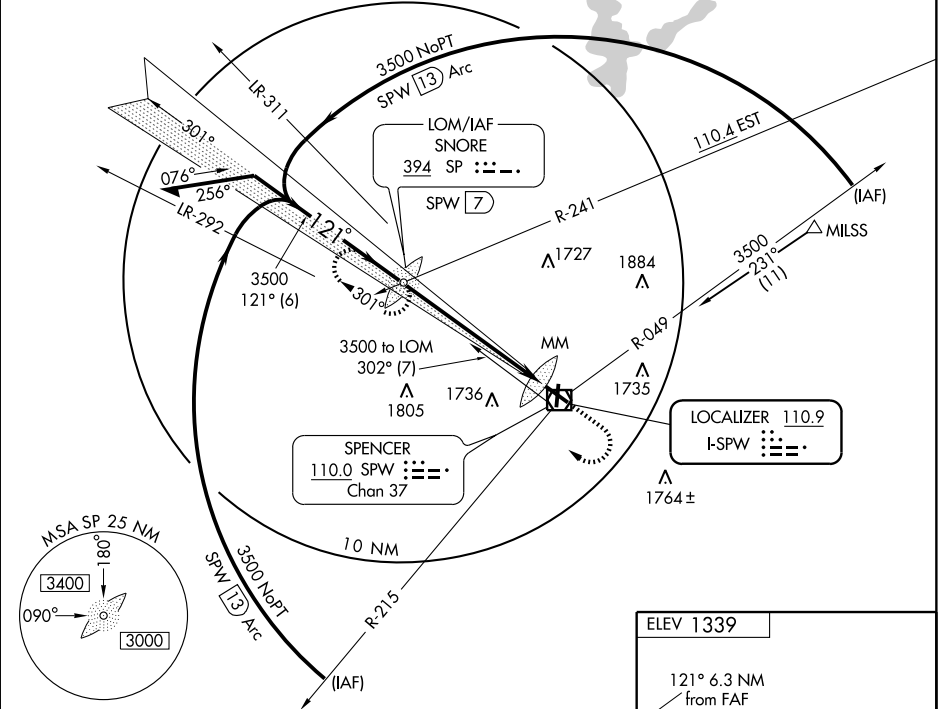
ILS RWY 12
SPENCER MUNI (SPW)

LOC I-SPW	APP CRS	Rwy Idg	6000
110.9	121°	TDZE	1339
		Apt Elev	1339

NA	MALSR A5	MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME, then via SPW R-302 to SNORE LOM/INT/SPW 7 DME and hold.
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ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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2015±

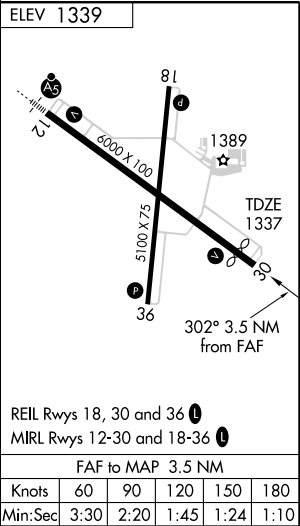
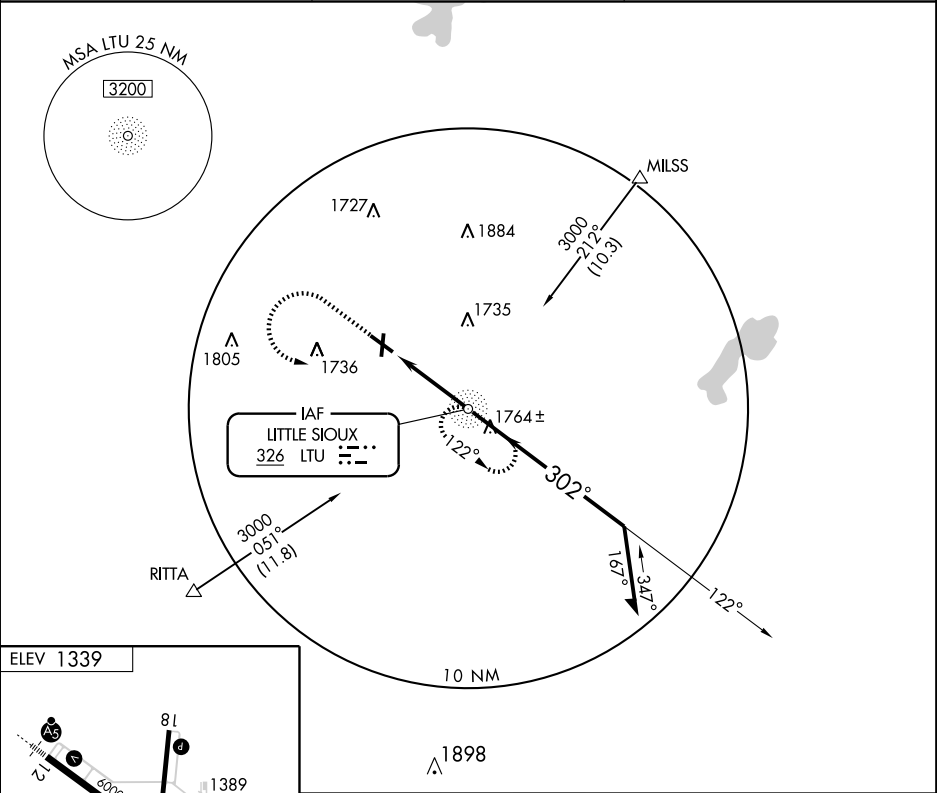


NDB RWY 30
SPENCER MUNI (SPW)

NDB	LTU	APP CRS	Rwy Idg	5500
326		302°	TDZE	1337
			Apt Elev	1339

NA	MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.
----	--

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF)
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ELEV 1339				
3000				
LTU 326				
NDB				
Remain within 10 NM				
3000				
302°				
2500				
VGS and descent angles not coincident.				
3.5 NM				
CATEGORY	A	B	C	D
S-30	1840-1	503 (600-1)	1840-1½	503 (600-1½)
CIRCLING	1840-1	501 (600-1)	1840-1½	2040-2¼
			501 (600-1½)	701 (800-2¼)

VOR/DME SPW 110.0 Chan 37	APP CRS 127°	Rwy Idg 6000 TDZE 1339 Apt Elev 1339
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VOR or GPS RWY 12
SPENCER MUNI (SPW)

SPENCER MUNI (SPW)



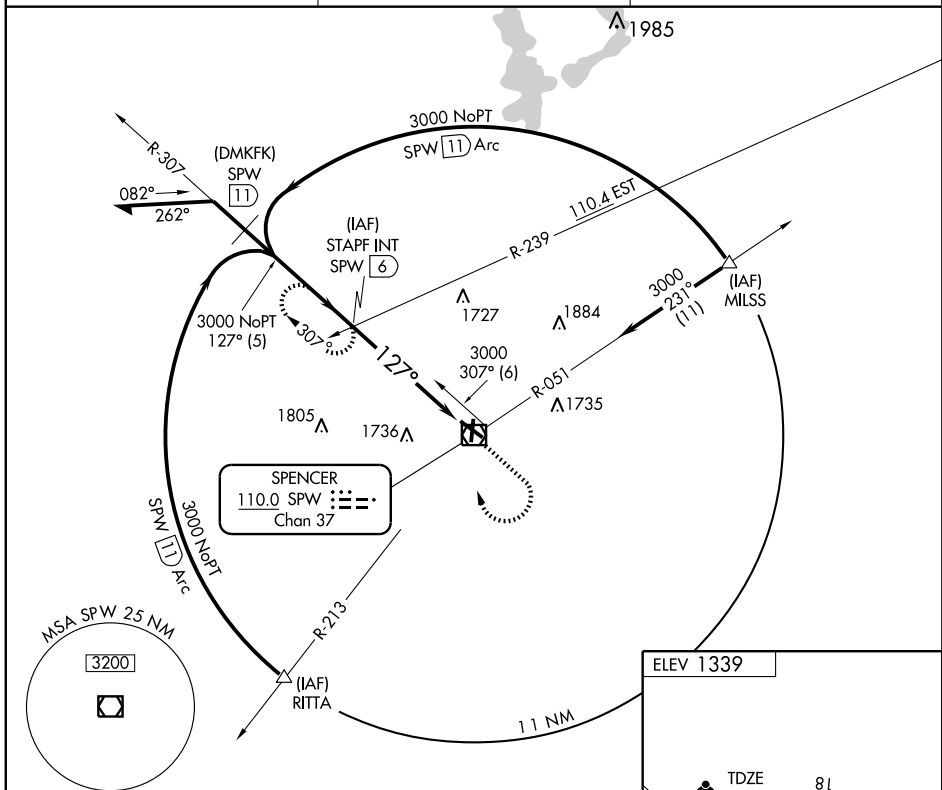
MAISR



MISSED APPROACH: Climb to 3000, then right turn direct SPW VOR/DME, then via SPW R-307 to STAPF INT/SPW 6 DME and hold.

ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF) **L**

Remain
within 10 NM

STAPF INT
SPW 6

3000



SPW



1



	1999	2000	2001	2002	2003
1. <i>Chlamydia trachomatis</i>	100	100	100	100	100
2. <i>Neisseria meningitidis</i>	100	100	100	100	100
3. <i>Streptococcus pneumoniae</i>	100	100	100	100	100
4. <i>Haemophilus influenzae</i>	100	100	100	100	100
5. <i>Legionella pneumophila</i>	100	100	100	100	100
6. <i>Yersinia enterocolitica</i>	100	100	100	100	100
7. <i>Salmonella enteritidis</i>	100	100	100	100	100
8. <i>Escherichia coli</i>	100	100	100	100	100
9. <i>Shigella flexneri</i>	100	100	100	100	100
10. <i>Staphylococcus aureus</i>	100	100	100	100	100
11. <i>Pseudomonas aeruginosa</i>	100	100	100	100	100
12. <i>Acinetobacter baumannii</i>	100	100	100	100	100
13. <i>Klebsiella pneumoniae</i>	100	100	100	100	100
14. <i>Moraxella catarrhalis</i>	100	100	100	100	100
15. <i>Streptococcus pyogenes</i>	100	100	100	100	100
16. <i>Streptococcus pneumoniae</i>	100	100	100	100	100
17. <i>Streptococcus pneumoniae</i>	100	100	100	100	100
18. <i>Streptococcus pneumoniae</i>	100	100	100	100	100
19. <i>Streptococcus pneumoniae</i>	100	100	100	100	100
20. <i>Streptococcus pneumoniae</i>	100	100	100	100	100

3000 ————— 127° ————— 3000

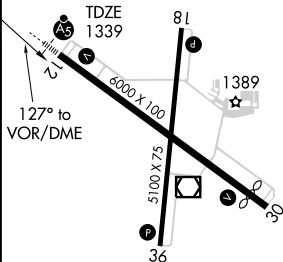
VOR/DME

VGSI and descent angles
not coincident.

$$\frac{2.89^\circ}{\text{TCH } 40}$$

CATEGORY	A	B	C	D
S-12	1800-½ 461 (500-½)		1800-¾ 461 (500-¾)	1800-1 461 (500-1)
CIRCLING	1800-1 461 (500-1)		1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

ELEV 1339



REIL Rwy 18, 30 and 36 **L**
MIRL Rwy 12-30 and 18-36 **L**

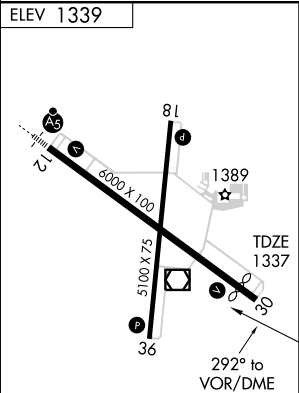
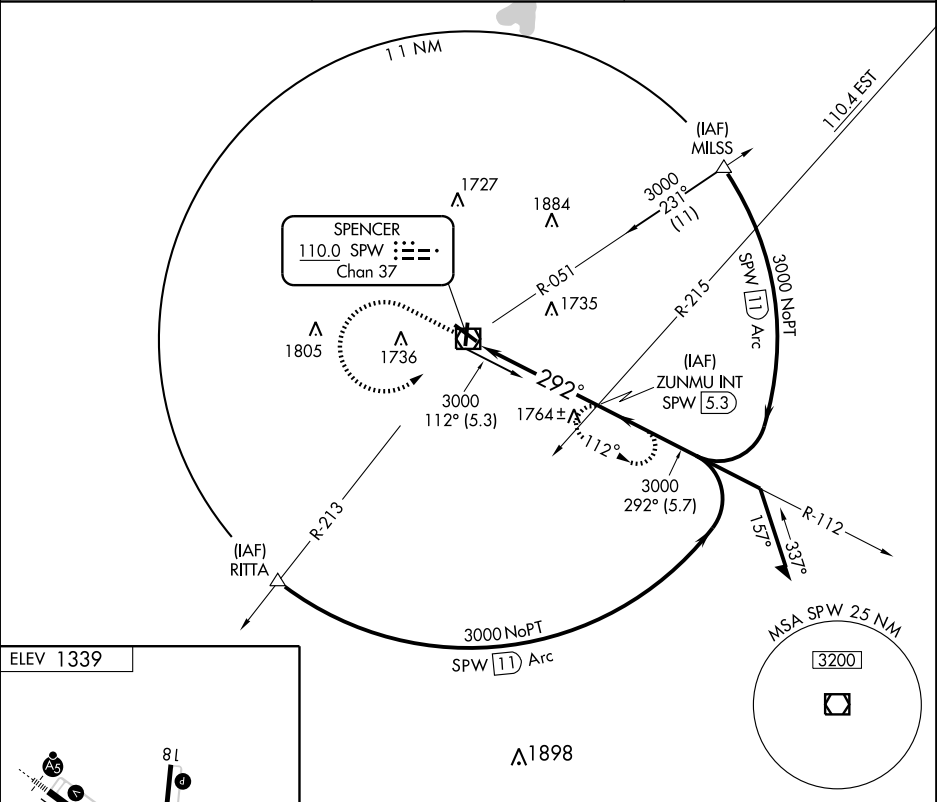
VOR RWY 30
SPENCER MUNI (SPW)

VOR/DME SPW 110.0 Chan 37	APP CRS 292°	Rwy Idg TDZE Apt Elev	5500 1337 1339
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A

MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then via SPW R-112 to ZUNMU INT/ SPW 5.3 DME and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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3000

SPW 110.0

SPW R-112

ZUNMU INT

ZUNMU INT SPW 5.3

Remain within 10 NM

SPW 1.5

VOR/DME

292°

3000

112°

292°

3000

≤ 3.02° TCH 40

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-30	1780-1	443 (500-1)	1780-1¼ 443 (500-1¼)	1780-1½ 443 (500-1½)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

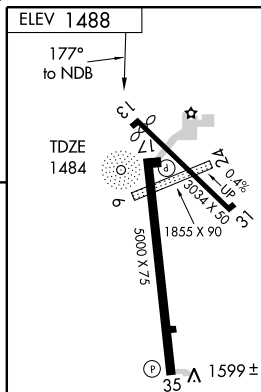
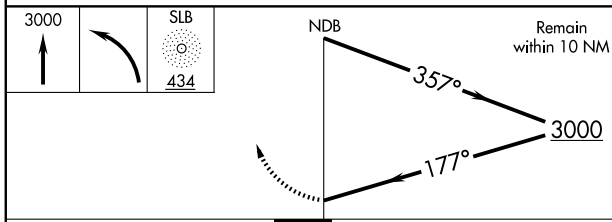
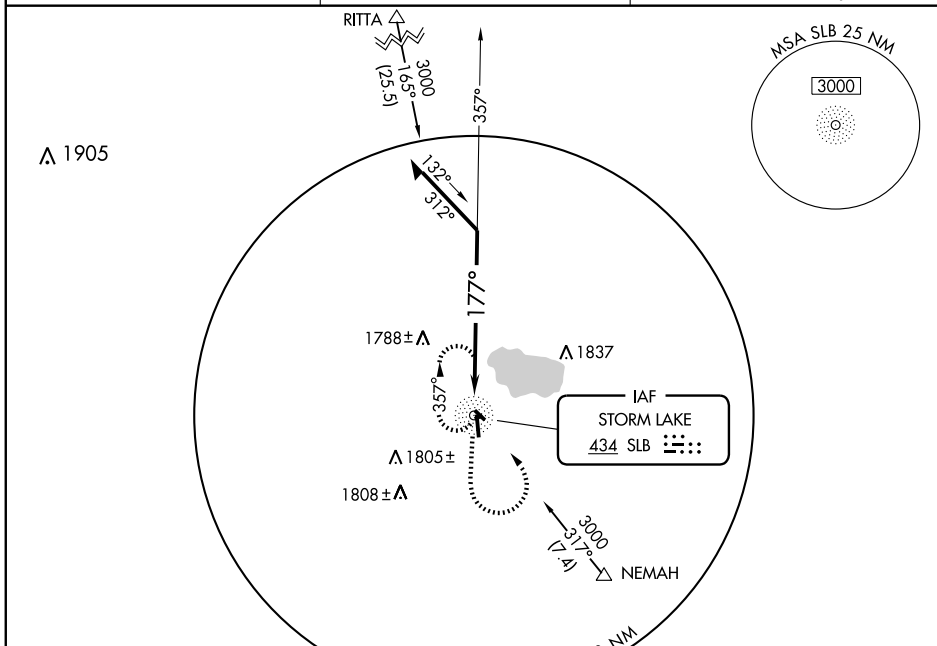
NDB SLB <u>434</u>	APP CRS 177°	Rwy Idg TDZE Apt Elev	5000 1484 1488
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NDB RWY 17
STORM LAKE MUNI (SLB)

A Straight-in minimums NA at night.
Circling to Rwy 17, 6, 31, 24, and 13 NA at night.
If local altimeter setting not received, use Spencer Muni
altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)	NA	
CIRCLING	2200-1	712 (800-1)	NA	

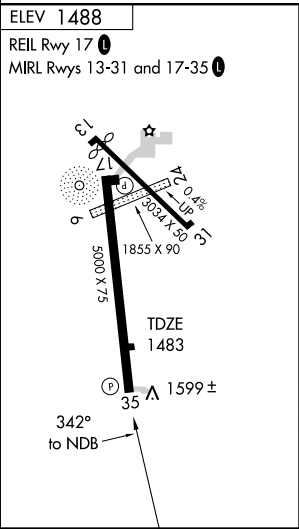
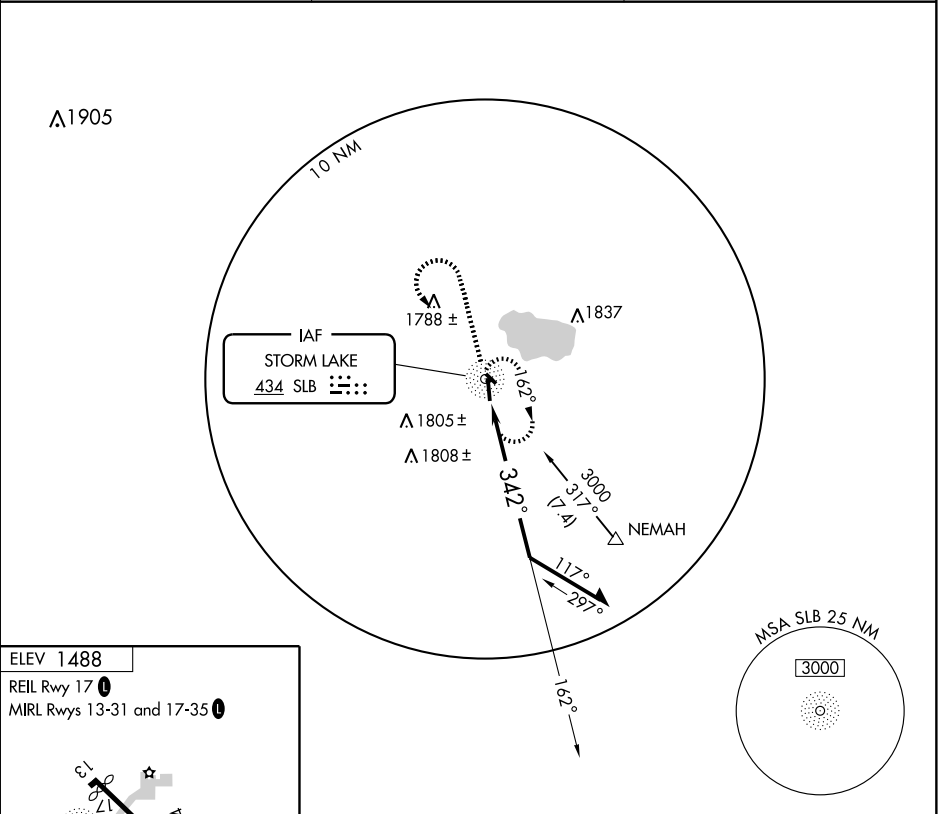
REIL Rwy 17 **L**
MIRL Rwy 13-31 and 17-35 **L**

NDB SLB 434	APP CRS 342°	Rwy Idg TDZE Apt Elev	5000 1483 1488
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NDB RWY 35
STORM LAKE MUNI (SLB)

		MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.
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AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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3000		SLB 434	NDB		Remain within 10 NM
342°		162°	3000		
CATEGORY	A	B	C	D	
S-35	1960-1	477 (500-1)	NA	NA	
CIRCLING	1960-1	472 (500-1)	NA	NA	

APP CRS	Rwy Idg	5000
171°	TDZE	1484
	Apt Elev	1488

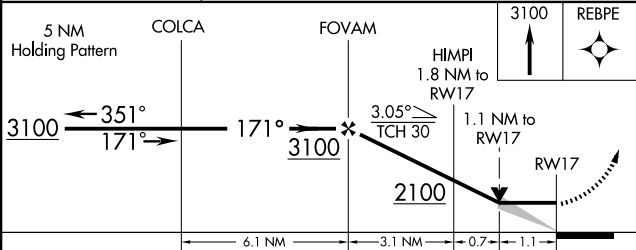
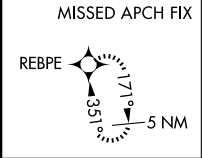
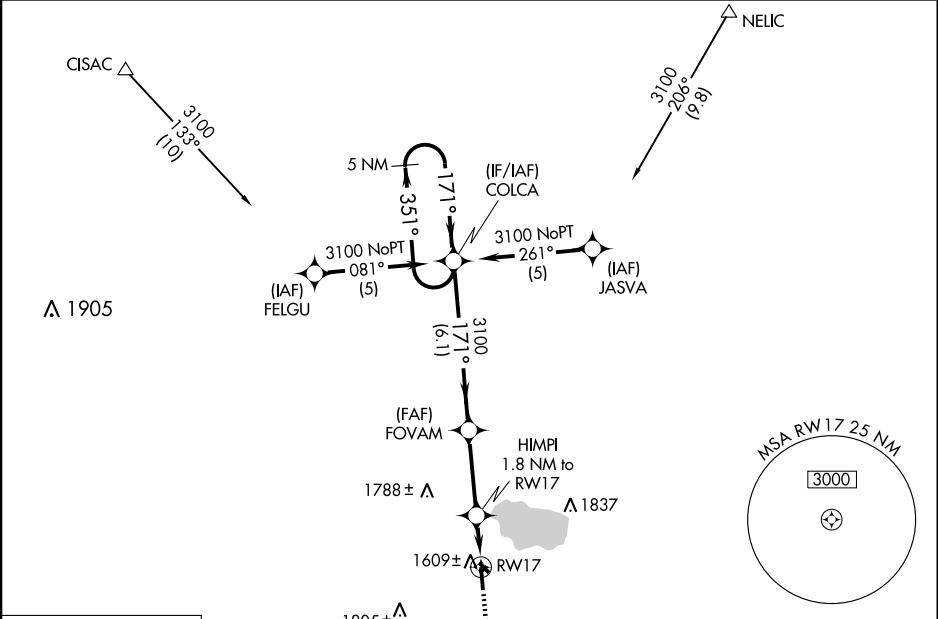
RNAV (GPS) RWY 17

STORM LAKE MUNI (SLB)

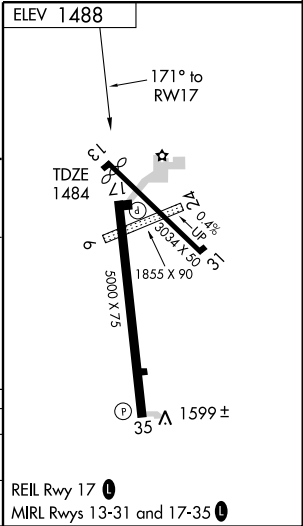
A DME/DME RNP- 0.3 NA. If local altimeter setting not received; use Spencer Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Spencer Muni altimeter setting. Straight-in minimums NA at night. Circling to Rwys 17, 6, 31, 24 and 13 NA at night.

MISSED APPROACH: Climb to 3100 direct REBPE and hold.

AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1860-1	376 (400-1)	NA	
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)	NA	



WAAS CH 86600 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	5000 1484 1488
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RNAV (GPS) RWY 35

STORM LAKE MUNI (SLB)

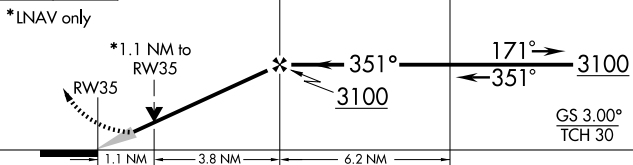
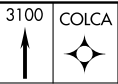
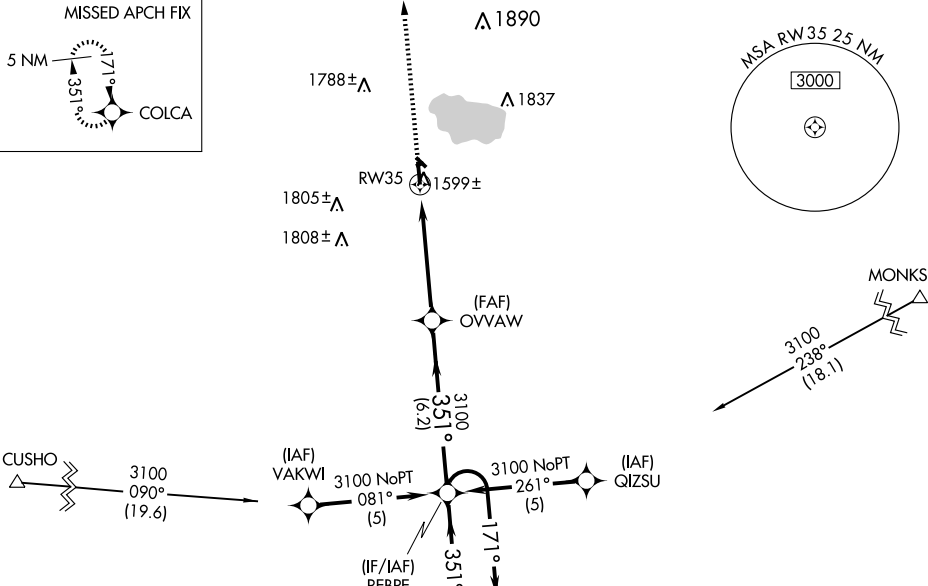
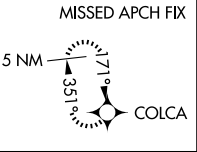
⚠ DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F).
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all DAs/ MDAs 100 feet.
VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct COLCA and hold.

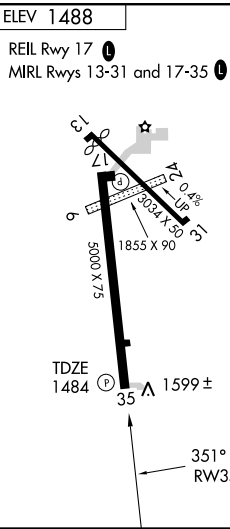
AWOS-3
118.525

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) ①

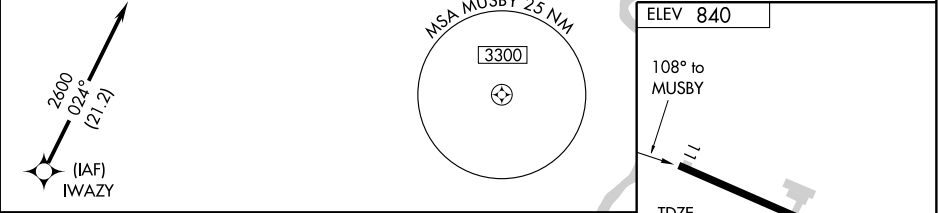
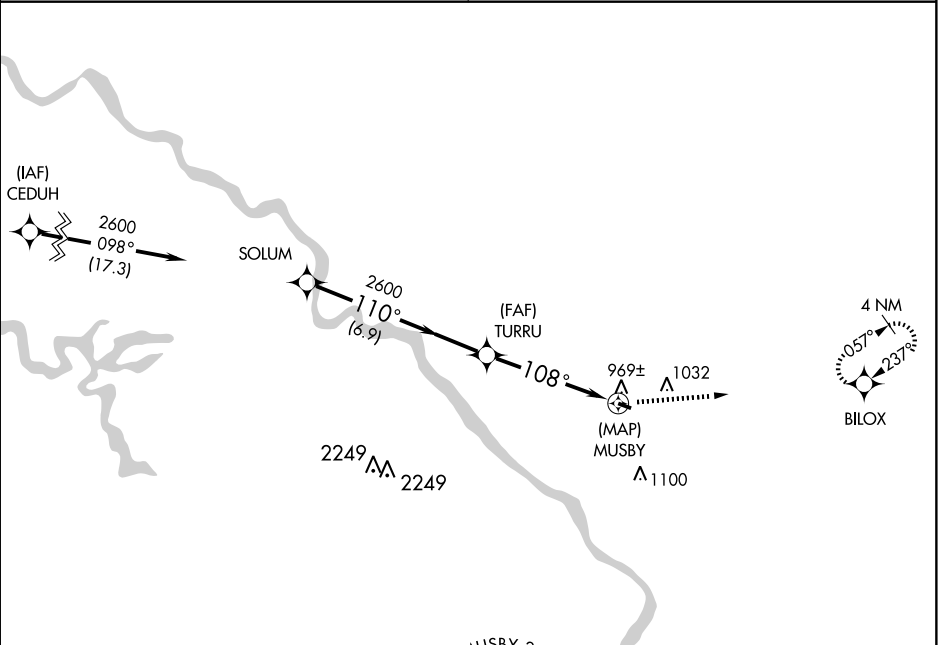


CATEGORY	A	B	C	D
LPV DA	1734-1	250 (300-1)		NA
LNAV/VNAV DA	1869-1½	385 (400-1½)		NA
LNAV MDA	1860-1	376 (400-1)		NA
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)		NA



APP CRS	Rwy Idg	3000
108°	TDZE	840
	Apt Elev	840

▼ Use Cedar Rapids altimeter setting.	MISSED APPROACH: Climb to 3500 direct to BILOX WP and hold.
▲ NA	
CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9



	SOLUM	TURRU	3500	BILOX
	2600	2600	↑	✧
Procedure Turn NA	110°	108°		
	6.9 NM	5 NM		
CATEGORY	A	B	C	D
S-11	1300-1	460 (500-1)	NA	
CIRCLING	1440-1 600 (600-1)	1460-1 620 (700-1)	NA	

ELEV 840
108° to MUSBY
TDZE 840
3000 X 60
11 29
MIRL Rwy 11-29

▼ Use Cedar Rapids altimeter setting.

▲ NA

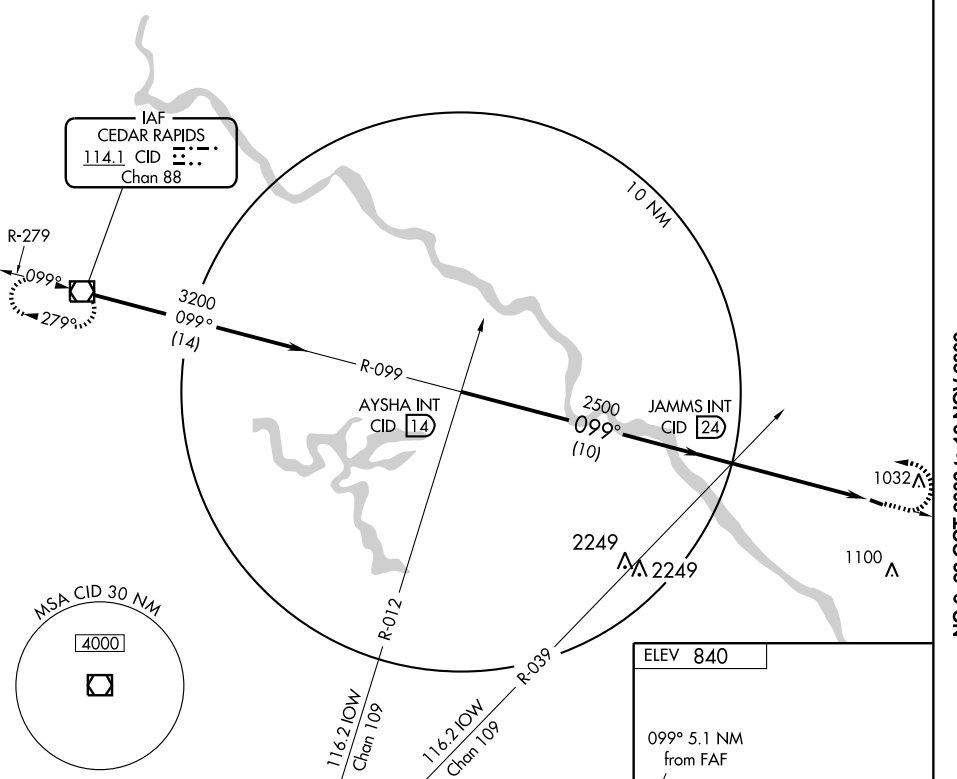
MISSED APPROACH: Climb to 3200, then left turn direct CID VOR/DME and hold.

CEDAR RAPIDS APP CON ★

119.7 266.8

CTAF

122.9



	AYSHA INT CID 14	JAMMS INT CID 24	3200	CID 29.1
	3200	2500	099°	
	Procedure Turn NA			
	10 NM	5.1 NM		
CATEGORY	A	B	C	D
S-11	1300-1 460 (500-1)	1300-1¼ 460 (500-1¼)	NA	
CIRCLING	1440-1 600 (600-1)	1460-1¼ 620 (700-1¼)	NA	

ELEV 840

099° 5.1 NM from FAF

TDZE 840

3000 X 60

MIRL Rwy 11-29

FAF to MAP 5.1 NM

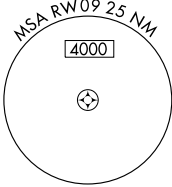
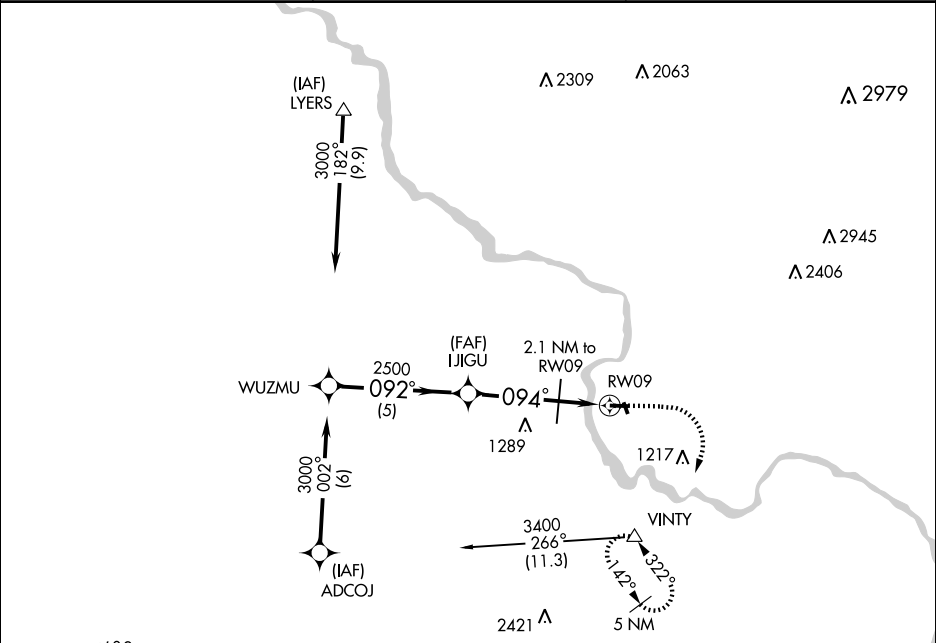
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS	Rwy Idg	4000
094°	TDZE	838
	Apt Elev	845

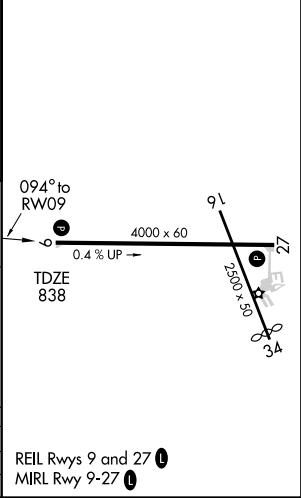
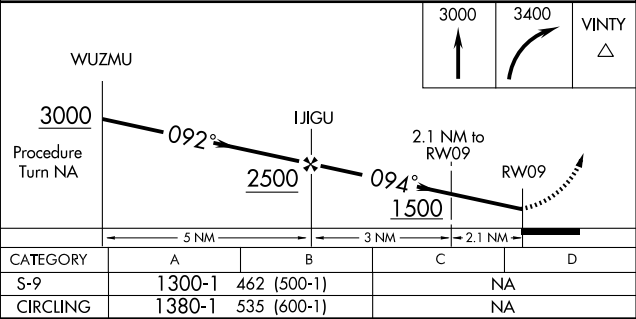
Use Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3400 direct VINTY WP and hold.

AWOS-3 120.075	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) 0
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ELEV 845	Rwy 34 Idg 2310'
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VINTON, IOWA

AL-6691 (FAA)

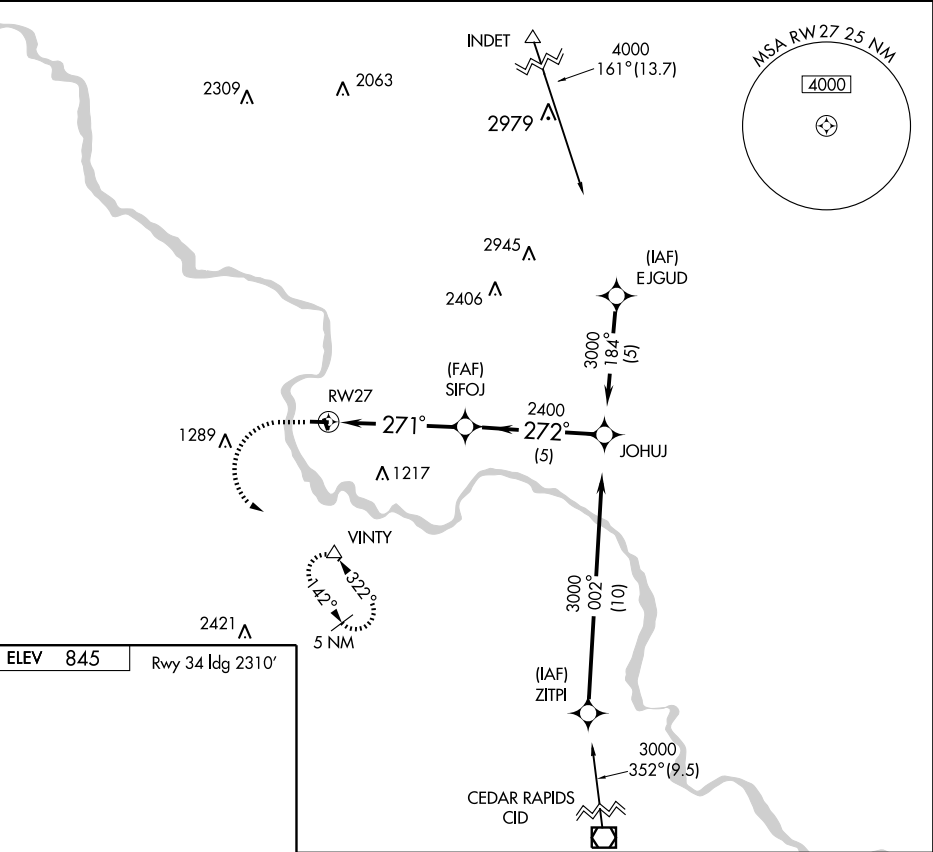
APP CRS 271°	Rwy Idg TDZE Apt Elev	4000 838 845
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GPS RWY 27

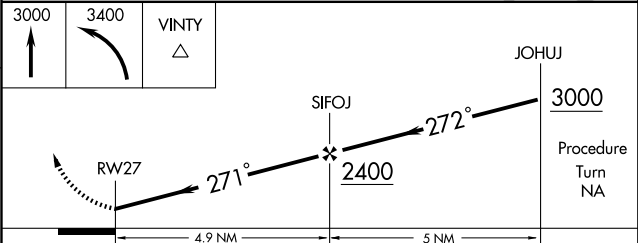
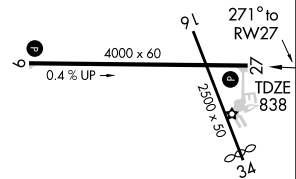
VINTON VETERANS MEMORIAL AIRPARK (VTI)

NA	Use Cedar Rapids altimeter setting.	MISSED APPROACH: Climb to 3000, then climbing left turn to 3400 direct VINTY WP and hold.
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AWOS-3 120.075	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) 1
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ELEV 845	Rwy 34 Idg 2310'
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REIL Rwy 9 and 27 1
MIRL Rwy 9-27 1

CATEGORY	A	B	C	D
S-27	1340-1	502 (500-1)	NA	NA
CIRCLING	1380-1	535 (600-1)	NA	NA

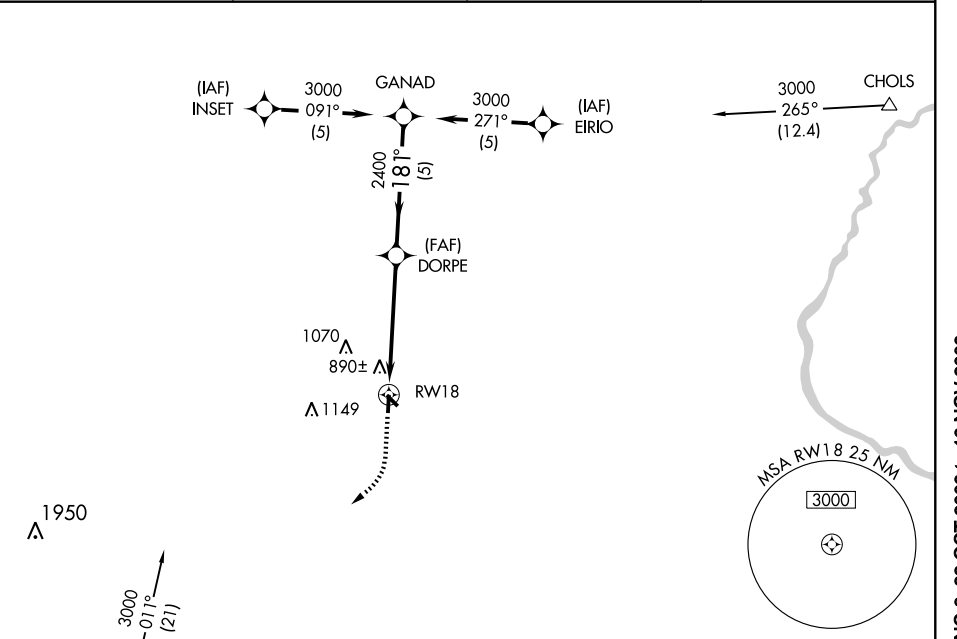
NC-3: 22 OCT 2009 to 19 NOV 2009

▼

▲ NA

MISSED APPROACH: Climb to 2500, then dimbing right turn to 3000 direct ACKLY WP and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) 1
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2500

3000

ACKLY

1.5 NM to RWY18

1.5 NM

3.5 NM

5 NM

3.03° TCH 40

VGSI and descent angles/ TCH not coincident.

181°

3000

Procedure Turn NA

CATEGORY	A	B	C	D
S-18	1260-1	508 (600-1)	1260-1½ 508 (600-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

ELEV 754

Rwy 31 Idg 3065'

TDZE 752

181° to RWY18

81

31

36

4000 X 75

3400 X 80

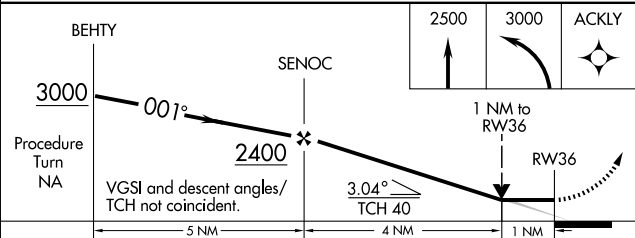
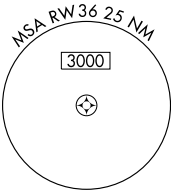
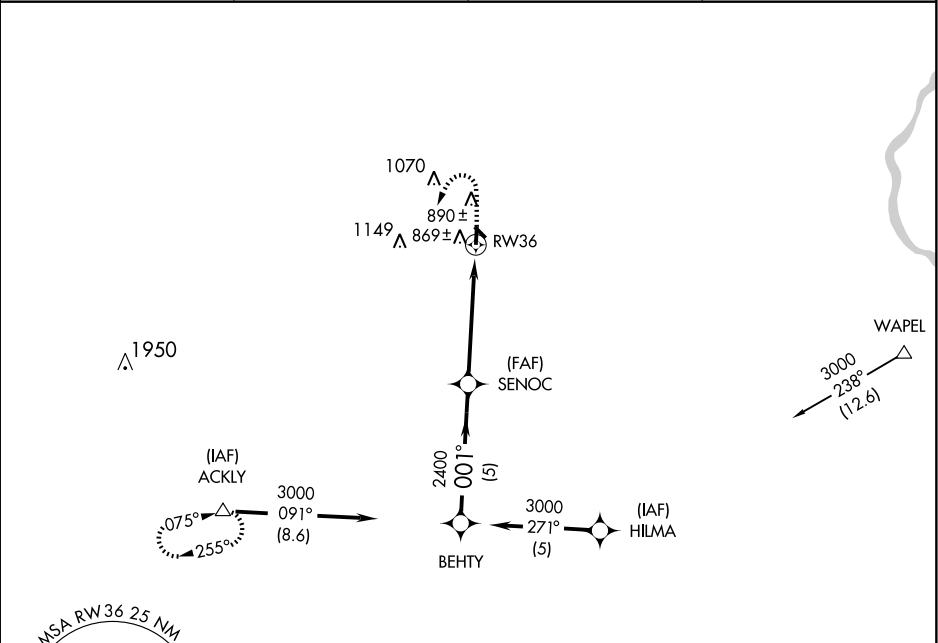
REIL Rwy 18 and 36 1
MIRL Rwy 13-31 and 18-36 1

GPS RWY 36

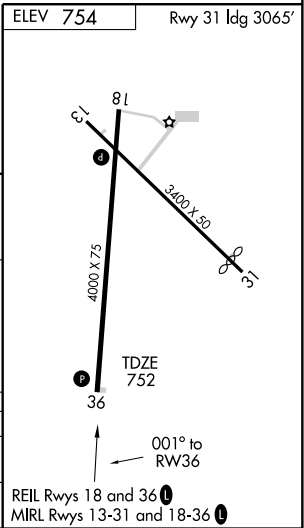
WASHINGTON MUNI (AWG)

APP CRS	Rwy Idg	4000
001°	TDZE	752
	Apt Elev	754

<div><div>▼</div><div>▲ NA</div></div>		MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ACKLY WP and hold.	
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) ①



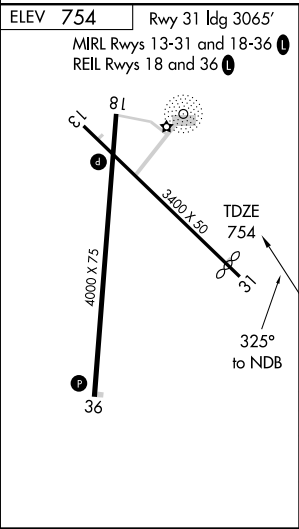
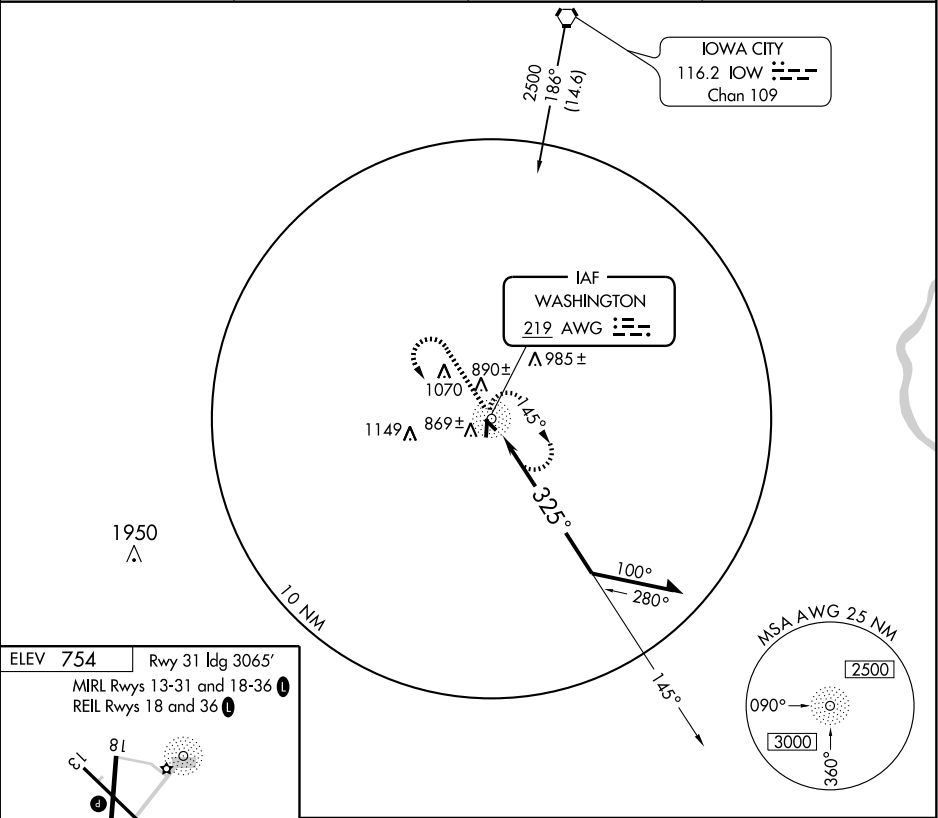
CATEGORY	A	B	C	D
S-36	1120-1 368 (400-1)			NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA




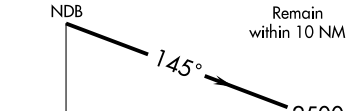


NDB AWG	APP CRS	Rwy Idg	3065
219	325°	TDZE	754
		Apt Elev	754

NDB RWY 31
WASHINGTON MUNI (AWG)

<div><div></div><div>NA</div></div>		MISSED APPROACH: Climb to 2500 then left turn direct AWG NDB and hold.	
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF)



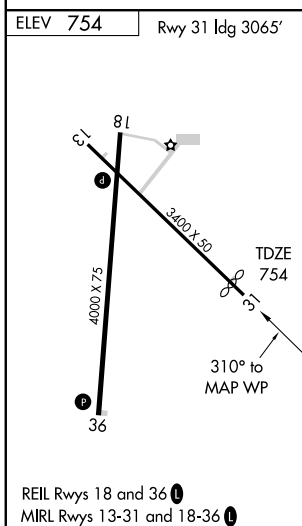
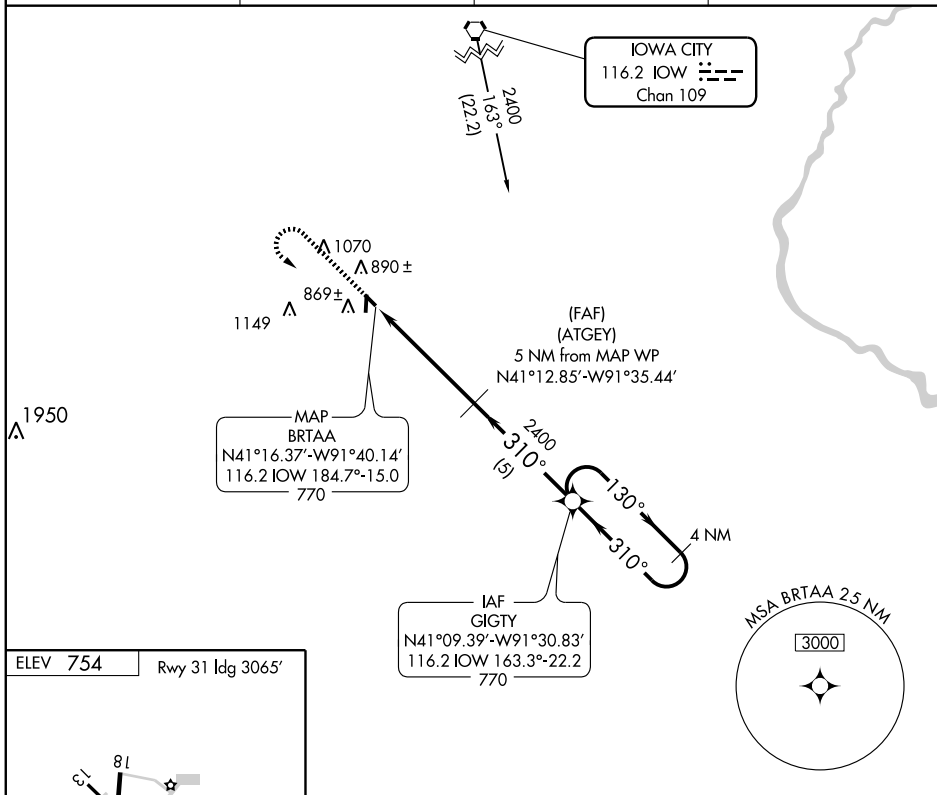
<div><div>2500</div><div></div><div><div>AWG</div><div></div><div></div><div>219</div></div></div>		<div><div>NDB</div><div>Remain within 10 NM</div><div></div></div>		
CATEGORY	A	B	C	D
S-31	1220-1	466 (500-1)	1220-1¼ 466 (500-1¼)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

VORTAC IOW 116.2 Chan 109	APP CRS 310°	Rwy Idg 3065 TDZE 754 Apt Elev 754
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VOR/DME RNAV or GPS RWY 31

WASHINGTON MUNI (AWG)

NA		MISSED APPROACH: Climb to 2400 then left turn direct GIGTY WP and hold.	
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF)



GIGTY		(ATGEY) 5 NM from MAP WP		GIGTY WP 4 NM Holding Pattern	
BRTAA MAP WP		2400		130°	
310°		3.01°		2400	
1		4 NM		5 NM	
CATEGORY	A	B	C	D	
S-31	1120-1 366 (400-1)				NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)		NA

VORTAC IOW 116.2 Chan 109	APP CRS 006°	Rwy Idg 4000 TDZE 752 Apt Elev 754
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VOR/DME RWY 36
WASHINGTON MUNI (AWG)

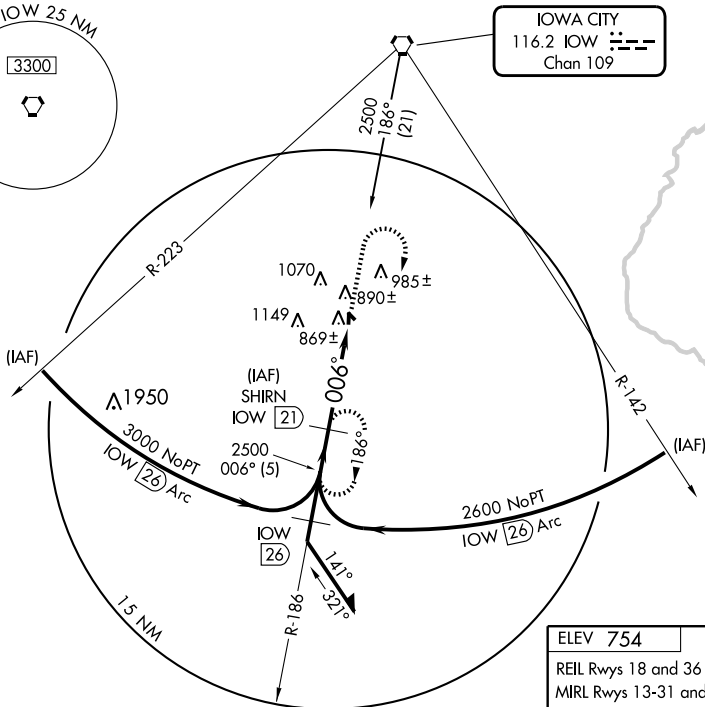
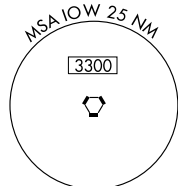


MISSED APPROACH: Climb to 2500 then right turn via IOW R-186 to SHIRN 21 DME and hold.

AWOS-3
127.825

CHICAGO CENTER
135.6 370.95

GCO
121.725

UNICOM
122.7 (CTAF) **L**

Remain
within 10 NM

SHIRN
IOW 21

2500

LOW

SHIRN
IOW 21

2500 ————— 006° ————— 2500

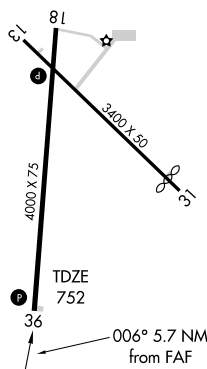
5.7 NM —

CATEGORY	A	B	C	D
S-36	1120-1	368 (400-1)	1120-1½ 368 (400-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

ELEV 754	Rwy 31 Idg 3065'
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REIL Rwys 18 and 36 L

MIRL Rwy 13-31 and 18-36 L



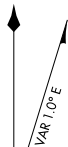
AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (ALO)
WATERLOO, IOWA

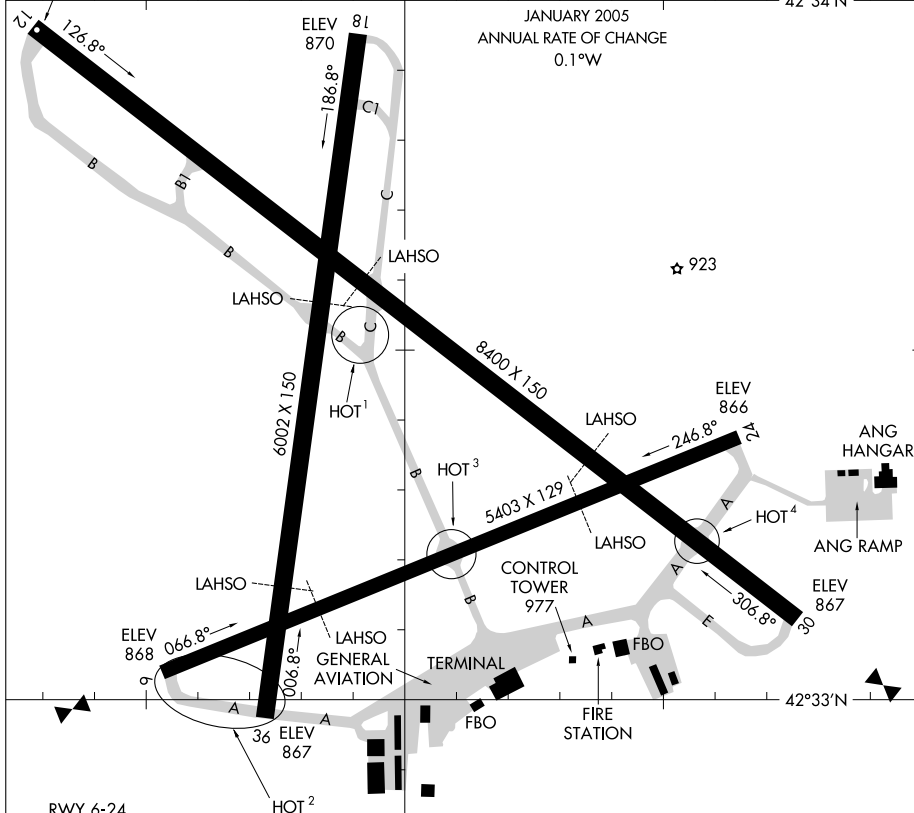
ATIS
120.65
WATERLOO TOWER★
125.075 257.8
GND CON
121.9 269.1

FIELD
ELEV
873



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

42°34'N



RWY 6-24
S29.5, D37
RWY 12-30
S55, D75, ST95, DT140
RWY 18-36
S50, D75, ST95, DT180

NOTE: RADAR REFLECTORS ON RWYS 6, 12, 30.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92° 24'W

92° 23'W

NC-3, 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 12

WATERLOO RGNL (A.L.O.)

LOC/DME I-ALO 111.7 Chan 54	APP CRS 125°	Rwy Idg TDZE Apt Elev	8400 873 873
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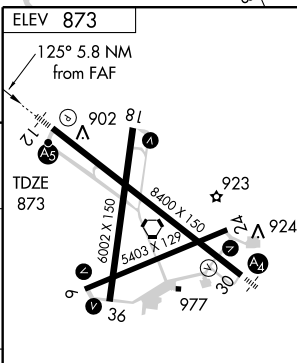
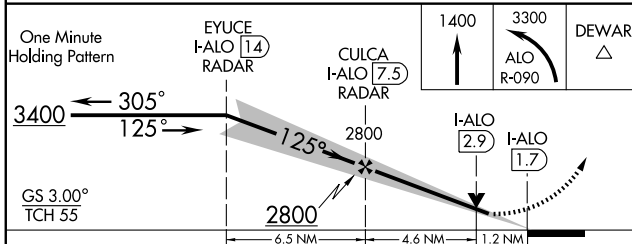
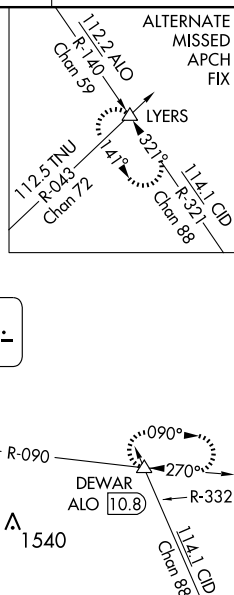
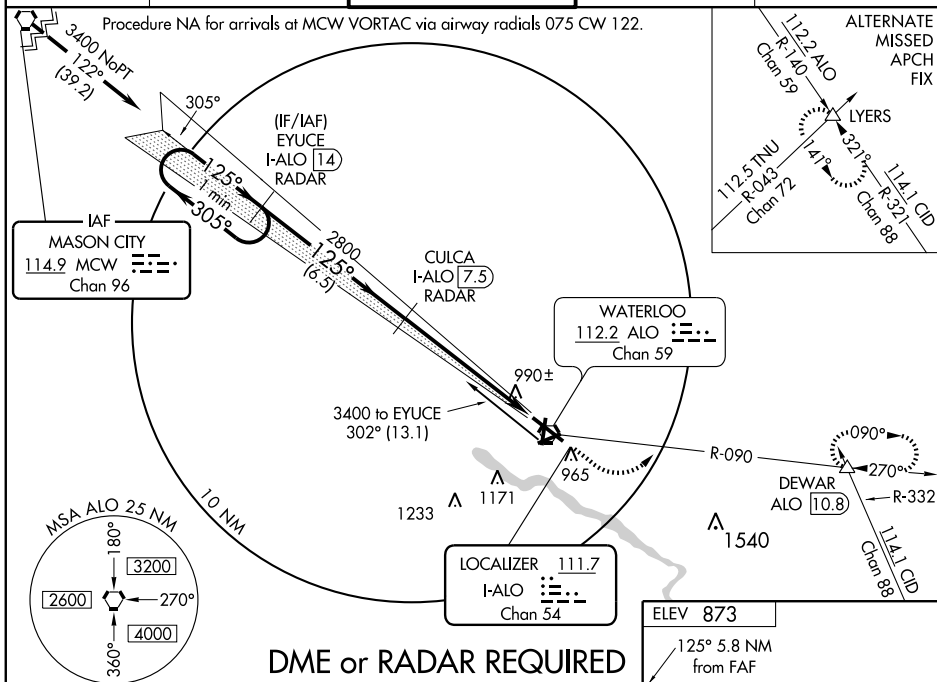
T For inoperative MALS R when using Oelwin Muni altimeter setting, increase S-ILS all Cats visibility to RVR 5000. DME or RADAR required

A ** RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC Cat C visibility to RVR 5000 and circling Cat C/D visibility ¼ mile. VDP NA when using Oelwin Muni altimeter setting.



MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via ALO VORTAC R-090 to DEWAR Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 12	**1073/24 200 (200-½)			
S-LOC 12	1300/24 427 (500-½)	1300/40 427 (500-¾)	1300/50 427 (500-1)	
CIRCLING	1420-1 547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)	

MIRL Rwy 6-24

MIRL Rwy 18-36

HIRL Rwy 12-30

REIL Rws 6, 18, 24, and 36

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

LOC/DME I-ALO 111.7 Chan 54	APP CRS 305°	Rwy Idg TDZE Apt Elev	8400 867 873
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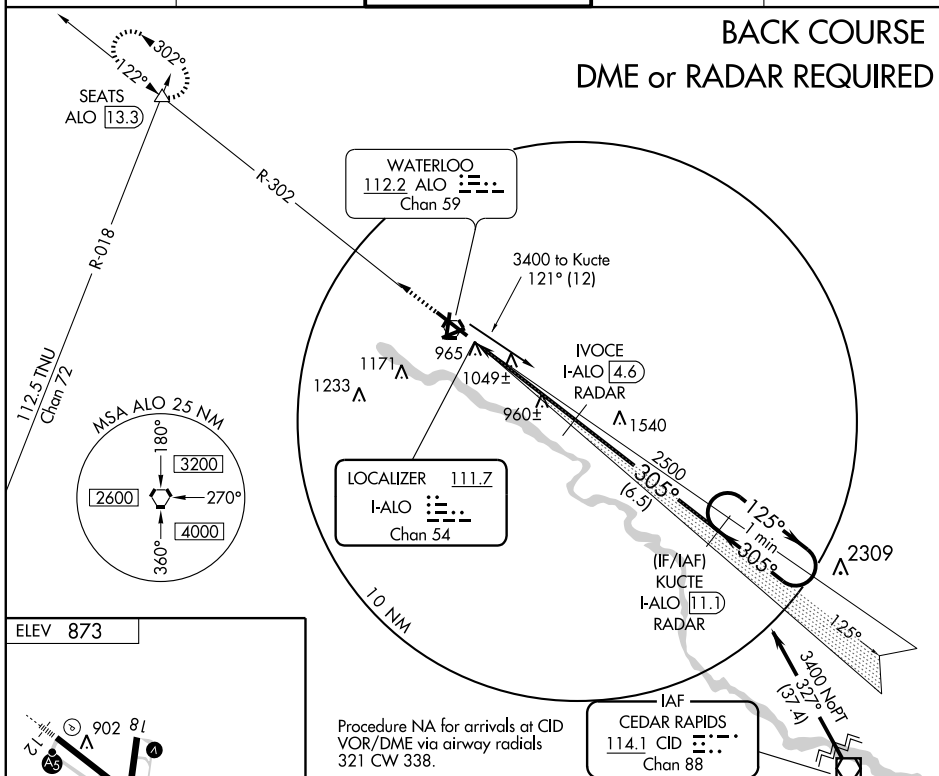
LOC BC RWY 30

WATERLOO RGNL (ALO)

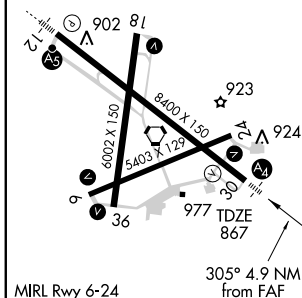
⚠ Inoperative table does not apply to S-30 Cat C. DME or RADAR required.
⚠ When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all MDA 80 feet. Increase all Cat C/D visibilities ¼ mile. When control tower closed, radar not available.

MALS
⚠ MISSED APPROACH: Climb to 3500 via ALO VORTAC R-302 to SEATS Int and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873



Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

	3500	SEATS	IVOCE	KUCTE	One Minute Holding Pattern
	ALO R-302	△	I-ALO [4.6] RADAR	I-ALO [11.1] RADAR	
	I-ALO DME ANTENNA	I-ALO [0.5]	2500	3400	
	0.8	4.1 NM	6.5 NM		
CATEGORY	A	B	C	D	
S-30	1300-¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)	
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)	

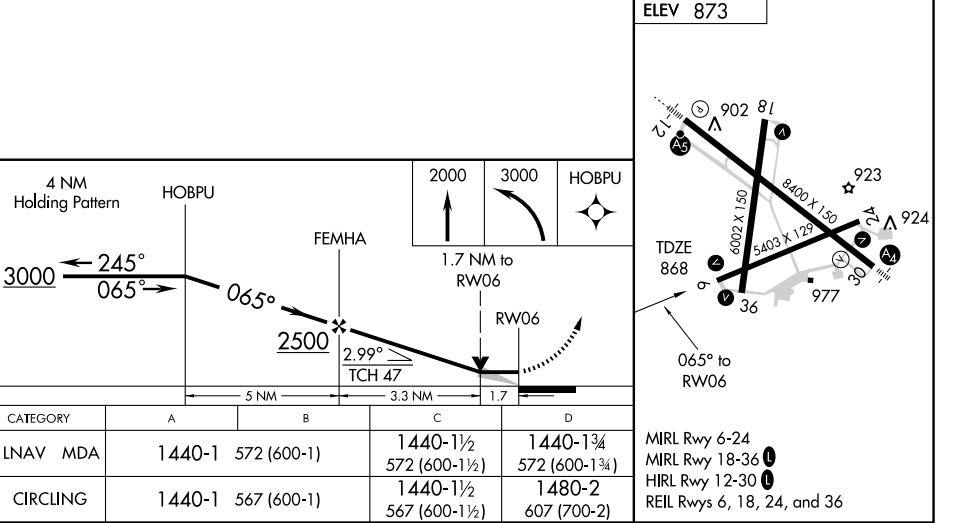
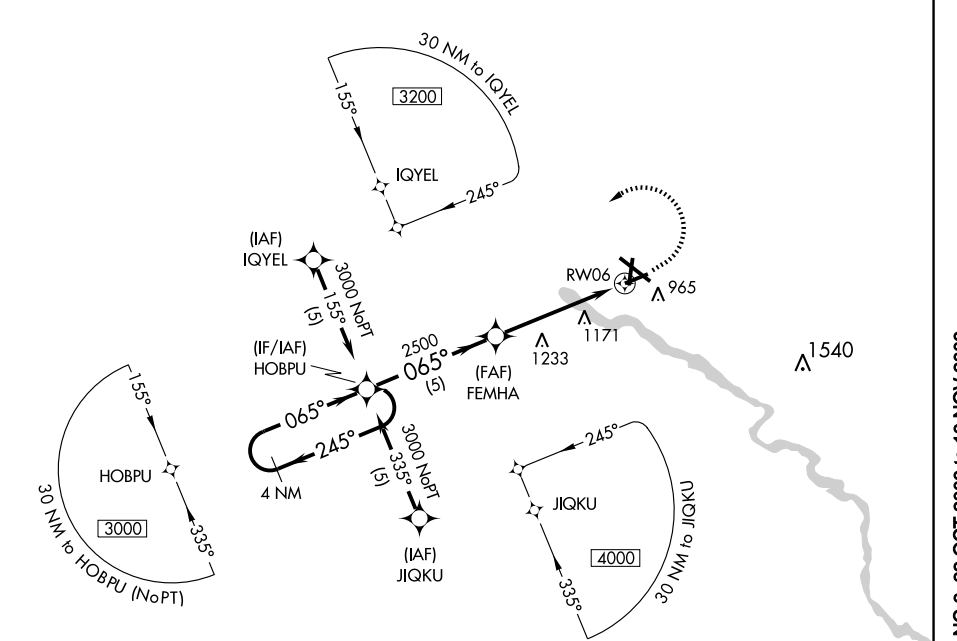
▼

NA

When control tower closed, straight-in minimums not authorized at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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NC-3: 22 OCT 2009 to 19 NOV 2009

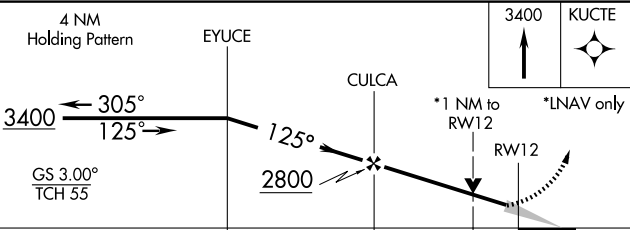
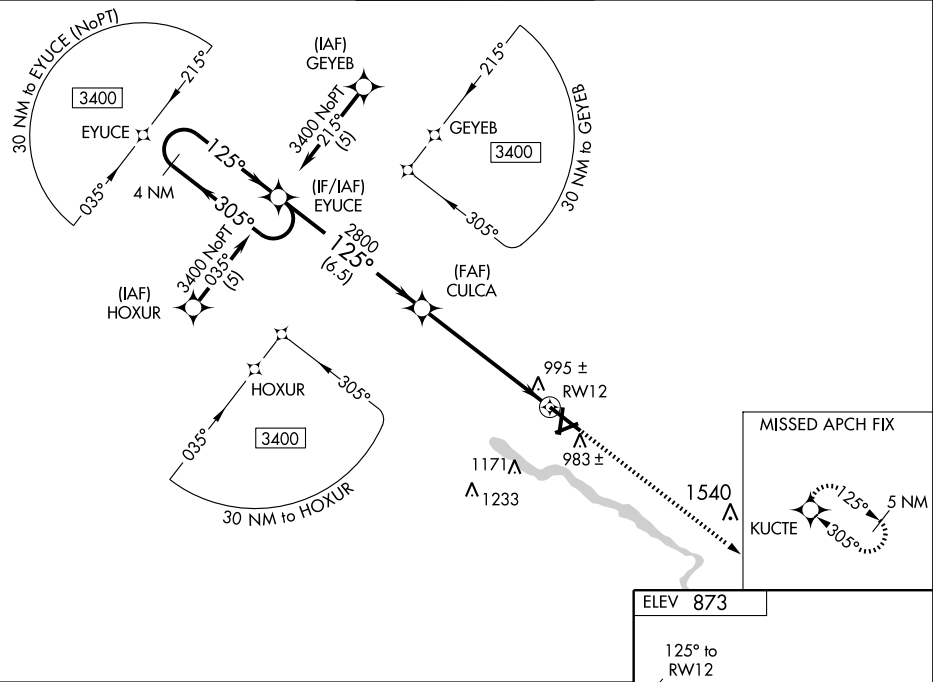
WAAS CH 72801 W12A	APP CRS 125°	Rwy Idg TDZE Apt Elev	8400 873 873
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⚠ For inoperative MALS, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80'.
Baro-VNAV and VDP NA when using Independence altimeter setting.

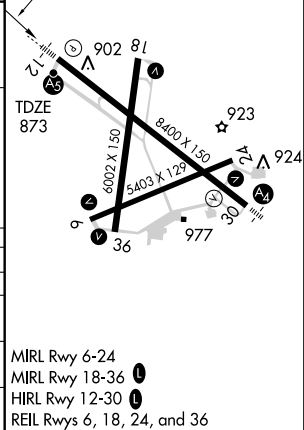
MALS

MISSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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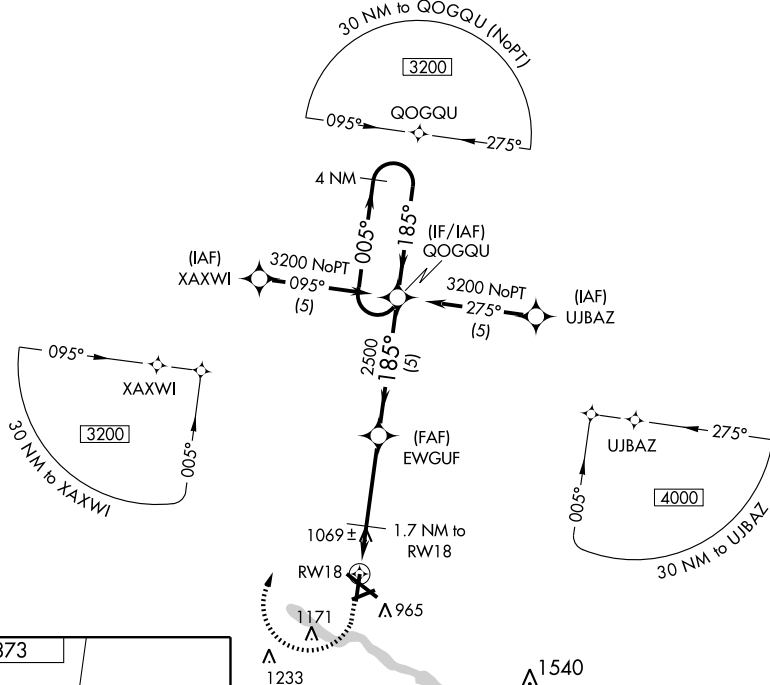


CATEGORY	A	B	C	D
LPV DA	1123/24		250 (300-½)	
LNAV/ VNAV	1273/40		400 (400-¾)	
LNAV MDA	1260/24		387 (400-½)	
CIRCLING	1380-1¼ 507 (600-1¼)		1380-1½ 507 (600-1½)	



NC-3, 22 OCT 2009 to 19 NOV 2009

MISSED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOQU WP and hold.

UNICOM
122.95

2000 ↑	3200 ↗	QOQQU ✦	4 NM Holding Pattern	
CATEGORY	A	B	C	D
RNAV MDA	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

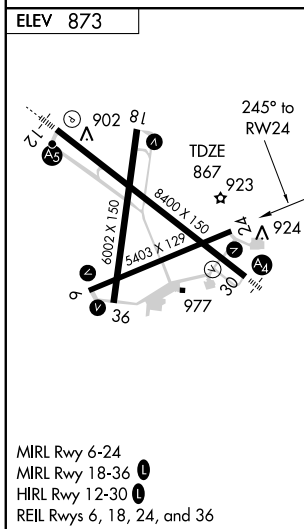
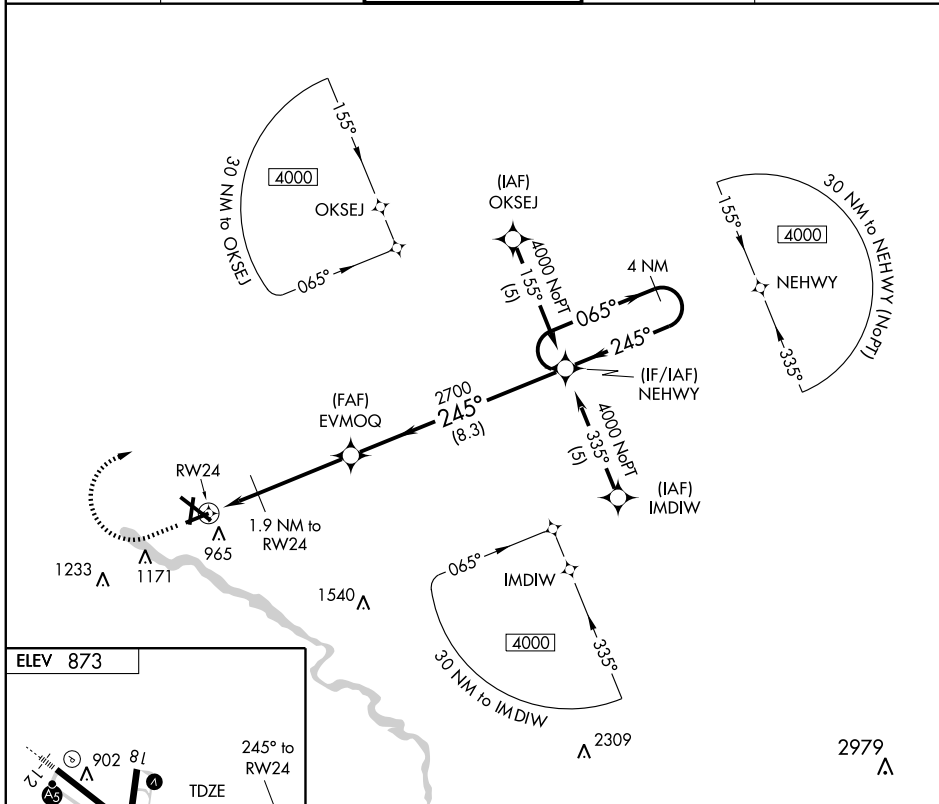
APP CRS	Rwy Idg	5403
245°	TDZE	867
	Apt Elev	873

RNAV (GPS) RWY 24 WATERLOO RGNL (A.L.O.)

▼ When control tower closed, straight-in minimums not authorized at night.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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	2000	4000	NEHWY	NEHWY	4 NM Holding Pattern
	1.9 NM to RW24	1 NM to RW24	≤ 3.05° TCH 52	2700	1540
	1 NM	0.9	3.6 NM	8.3 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1240-1 373 (400-1)				1240-1½ 373 (400-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)		1480-2 607 (700-2)

▼

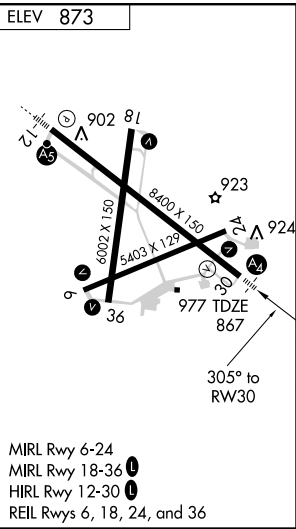
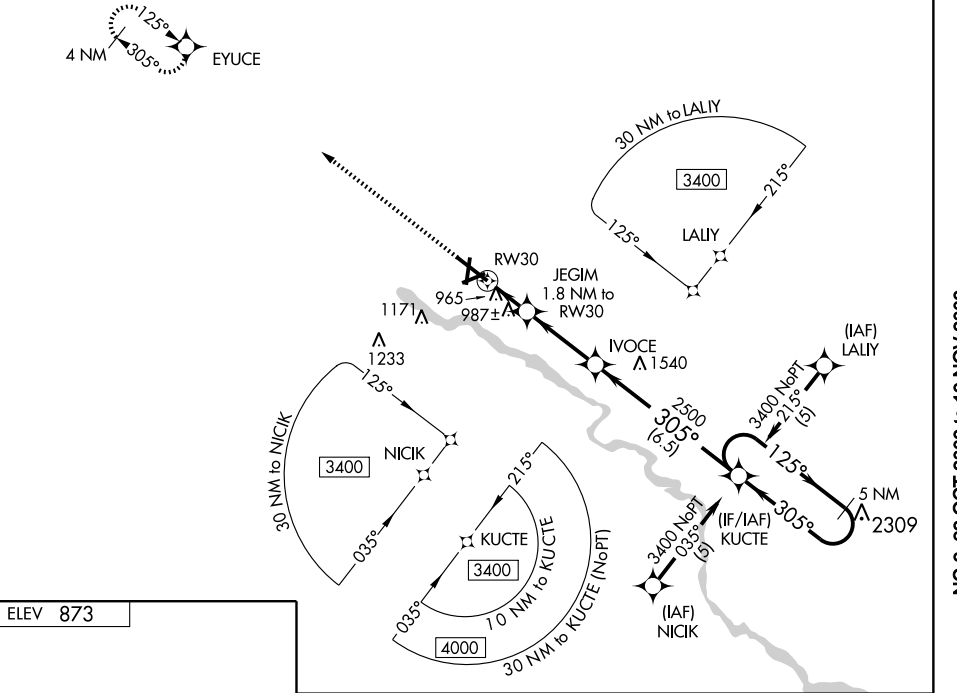
▲



Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA. Baro-VNAV and VDP NA when using Independence altimeter setting.

MALSR

MISSED APPROACH: Climb to 3400 direct EYUCE and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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3400 ↑		EYUCE 		JEGIM 1.8 NM to RW30		IVOICE		KUCTE 5 NM Holding Pattern	
*LNAV only		*1.2NM to RW30		1.2NM to RW30		305°		125° → 3400 ← 305°	
		RW30		1480*		2500		GS 3.00° TCH 50	
1.2		0.6		3.1 NM		6.5 NM			
CATEGORY		A		B		C		D	
LPV DA				1117-¾		250 (300-¾)			
LNAV/VNAV DA				1299-1½		432 (500-1½)			
LNAV MDA		1300-¾ 433 (500-¾)				1300-1¼ 433 (500-1¼)		1300-1½ 433 (500-1½)	
CIRCLING				1380-1½ 507 (600-1½)				1480-2 607 (700-2)	

RNAV (GPS) RWY 36

WATERLOO RGNL (ALO)

APP CRS **005°**
 Rwy Idg **6002**
 TDZE **869**
 Apt Elev **873**

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct QOPEV WP and hold.

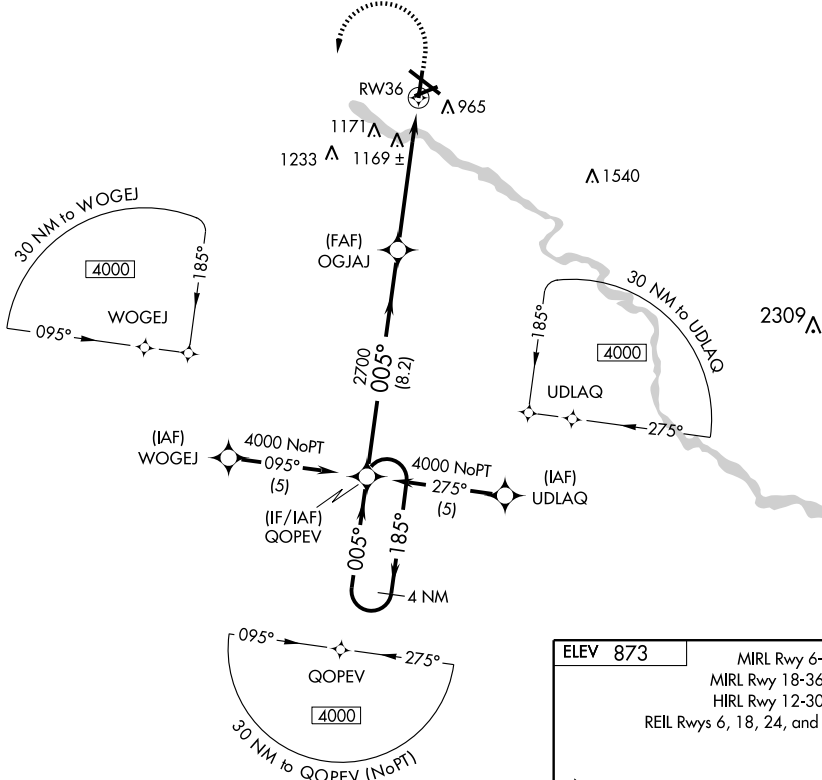
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

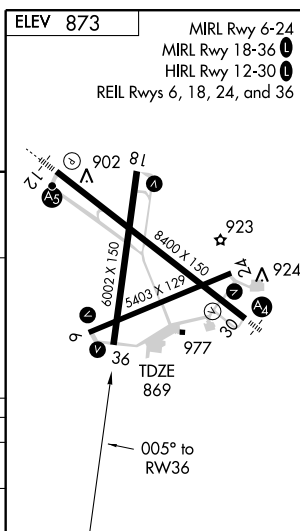
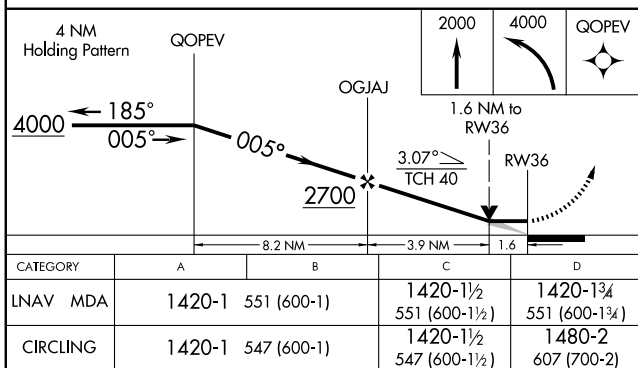
WATERLOO TOWER ★
125.075 (CTAF) 0 257.8

GND CON
121.9 269.1

UNICOM
122.95



NC-3: 22 OCT 2009 to 19 NOV 2009



VORTAC ALO 112.2 Chan 59	APP CRS 294°	Rwy Idg TDZE Apt Elev	8400 867 873
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VOR/DME RWY 30

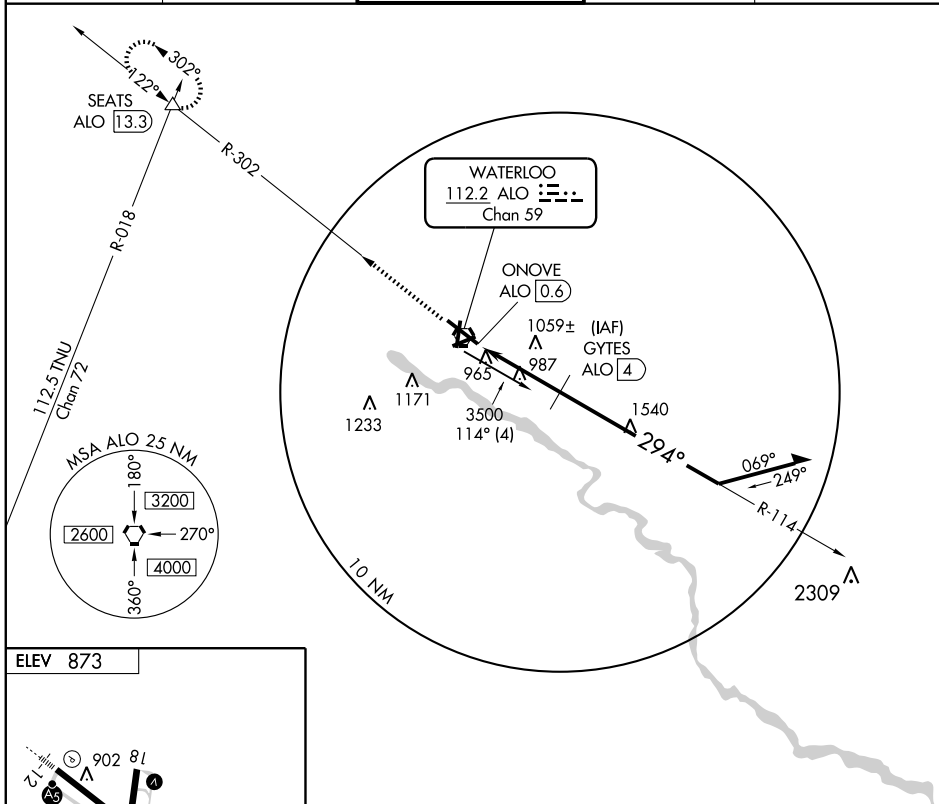
WATERLOO RGNL (ALO)

- ⚠** Inoperative table does not apply to Cat C.
⚠ If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

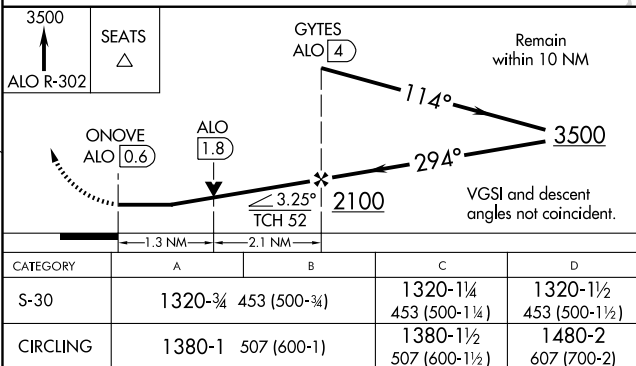
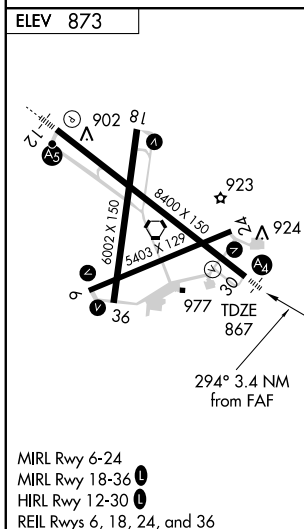
MALSR


MISSED APPROACH: Climb to 3500 via ALO R-302 to SEATS Int/13.3 DME and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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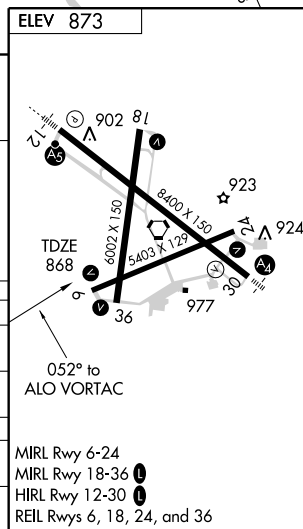
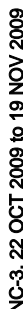


ELEV 873



VOR RWY 6
WATERLOO RGNL (ALO)

MISSED APPROACH: Climbing right turn to 3300 via ALO R-090 to DEWAR Int and hold.

UNICOM
122.95

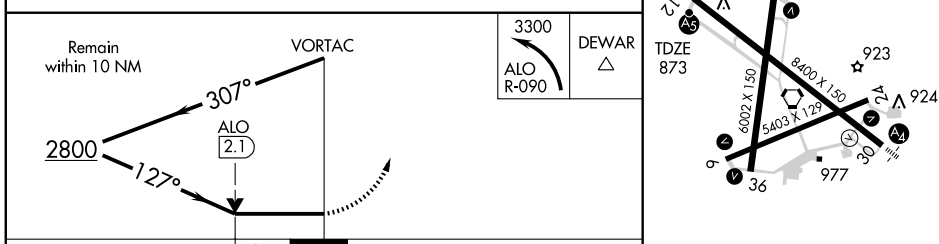
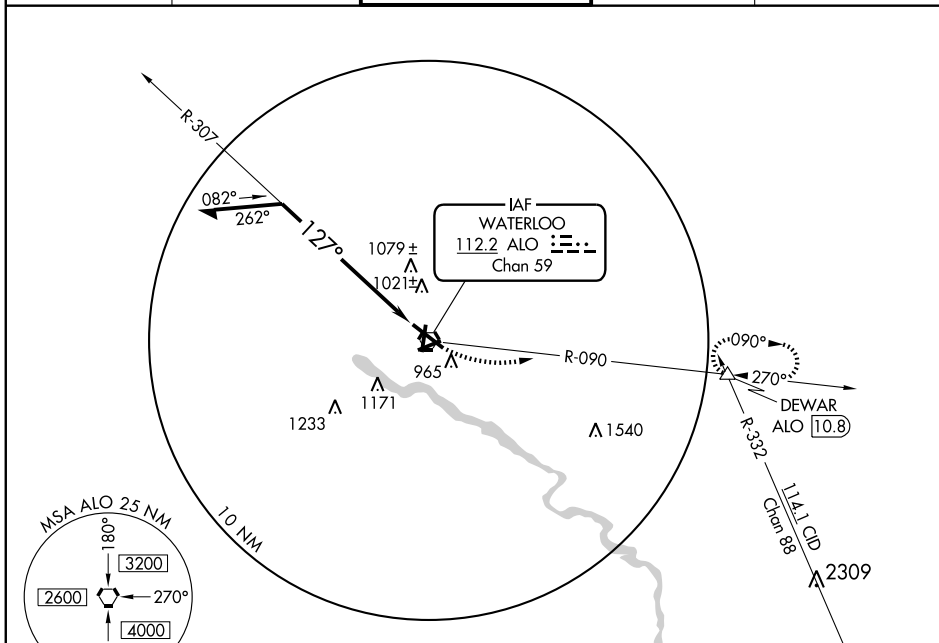
CATEGORY	A	B	C	D
S-6	1560-1	692 (700-1)	1560-2 692 (700-2)	1560-2¼ 692 (700-2¼)
CIRCLING	1560-1	687 (700-1)	1560-2 687 (700-2)	1560-2¼ 687 (700-2¼)
DME MINIMUMS				
S-6	1440-1	572 (600-1)	1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)

VORTAC ALO	APP CRS	Rwy Idg	8400
112.2	127°	TDZE	873
Chan 59		Apt Elev	873

VOR RWY 12 WATERLOO RGNL (ALO)

<p>▼ If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.</p> <p>▲</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climbing left turn to 3300 via ALO R-090 to DEWAR Int and hold.</p>
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<p>ATIS</p> <p>120.65</p>	<p>WATERLOO APP CON ★</p> <p>118.9 251.15</p>	<p>WATERLOO TOWER ★</p> <p>125.075 (CTAF) 257.8</p>	<p>GND CON</p> <p>121.9 269.1</p>	<p>UNICOM</p> <p>122.95</p>
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CATEGORY	A	B	C	D	
S-12	1340/24 467 (500-½)		1340/40 467 (500-¾)	1340/50 467 (500-1)	MIRL Rwy 6-24 MIRL Rwy 18-36
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)	MIRL Rwy 12-30 REIL Rws 6, 18, 24, and 36

VORTAC ALO	APP CRS	Rwy Idg	6002
112.2	165°	TDZE	870
Chan 59		Apt Elev	873

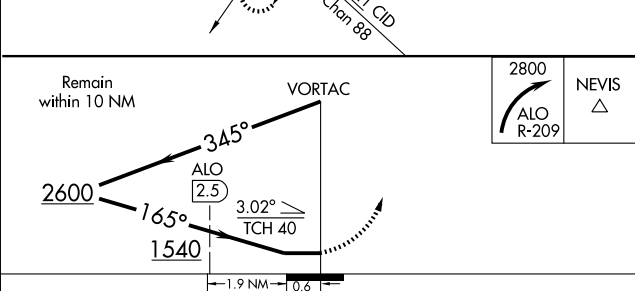
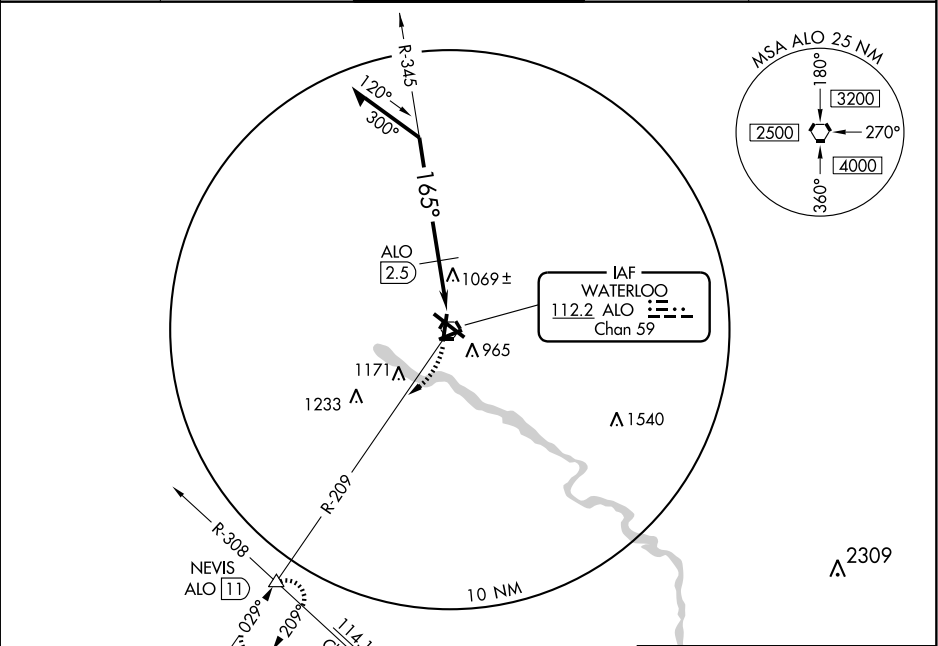
VOR RWY 18
WATERLOO RGNL (ALO)

▼

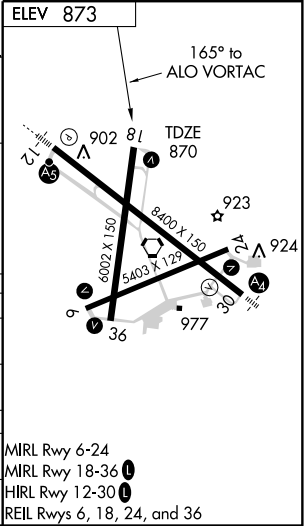
NA

MISSED APPROACH: Climbing right turn to 2800 via ALO R-209 to NEVIS Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-18	1540-1	670 (700-1)	1540-1¾ 670 (700-1¾)	1540-2 670 (700-2)
CIRCLING	1540-1	667 (700-1)	1540-1¾ 667 (700-1¾)	1540-2 667 (700-2)
DME MINIMUMS				
S-18	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)



VORTAC ALO	APP CRS	Rwy Idg	6002
112.2	016°	TDZE	869
Chan 59		Apt Elev	873

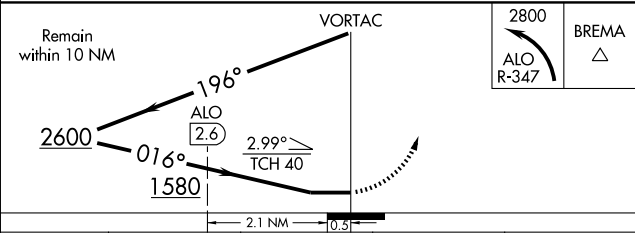
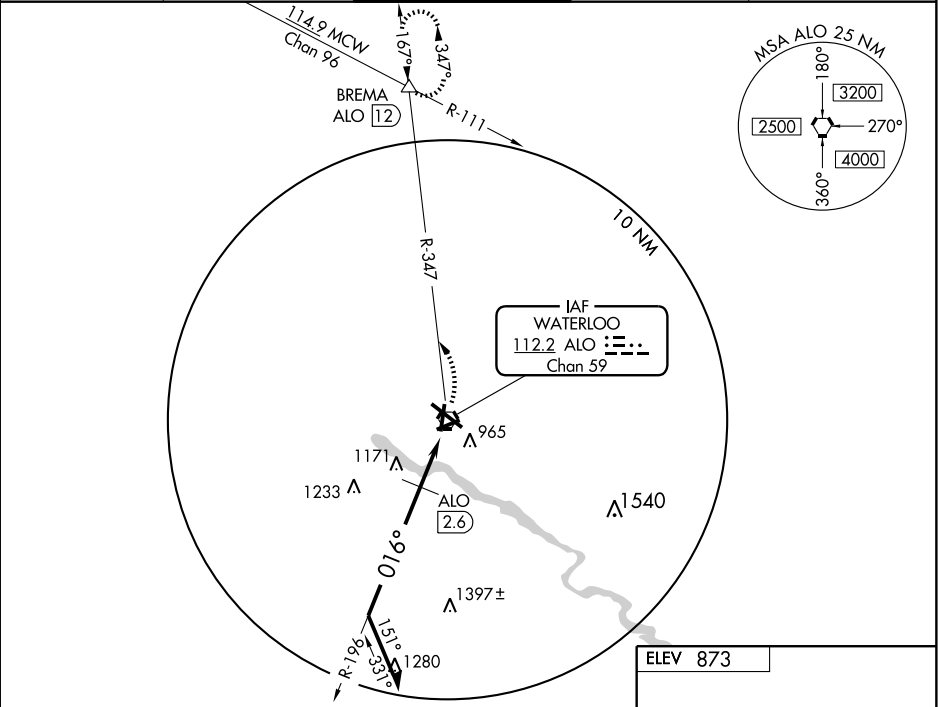
VOR RWY 36
WATERLOO RGNL (ALO)



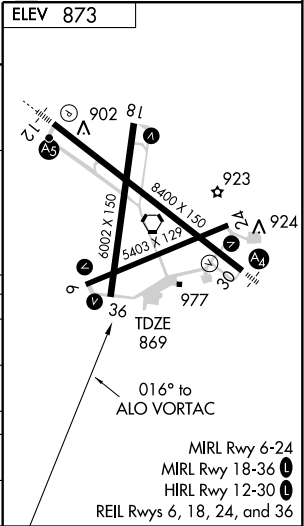
NA

MISSED APPROACH: Climbing left turn to 2800 via ALO R-347 to BREMA Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-36	1580-1 711 (800-1)		1580-2 711 (800-2)	1580-2¼ 711 (800-2¼)
CIRCLING	1580-1 707 (800-1)		1580-2 707 (800-2)	1580-2¼ 707 (800-2¼)
DME MINIMUMS				
S-36	1440-1 571 (600-1)		1440-1½ 571 (600-1½)	1440-1¾ 571 (600-1¾)
CIRCLING	1440-1 567 (600-1)		1440-1½ 567 (600-1½)	1480-2 607 (700-2)



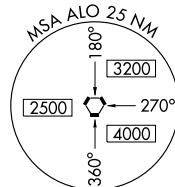
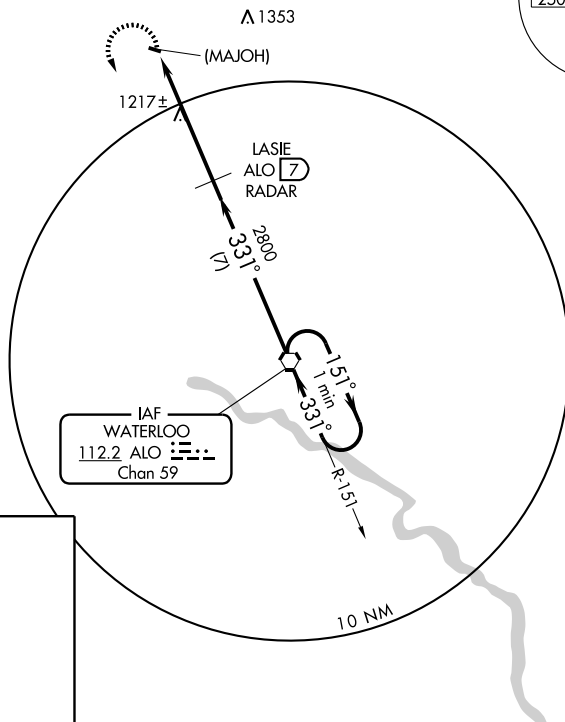
VORTAC ALO 112.2 Chan 59	APP CRS 331°	Rwy Idg TDZE Apt Elev N/A N/A 992
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VOR or GPS-A WAVERLY MUNI (C25)

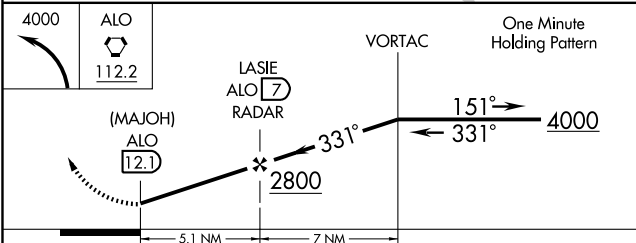
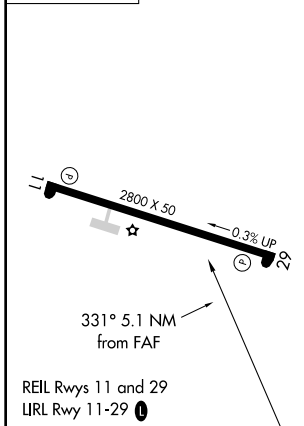
<p>▼ RADAR not available when Waterloo Tower is closed.</p> <p>▲ NA Use Waterloo altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 4000 direct ALO VORTAC and hold.</p>
<p>WATERLOO APP CON ★ 118.9 251.15</p>	<p>UNICOM 122.8 (CTAF) 0</p>

DME or RADAR REQUIRED

NoPT for arrivals on
ALO VORTAC airway
radials 090°
clockwise 209°



ELEV 992



FAF to MAP 5.1 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1540-1	550 (600-1)	1540-1½ 550 (600-1½)	NA
Min:Sec	5:06	3:24	2:33	2:02	1:42					

APP CRS	Rwy Idg	4007
321°	TDZE	1121
	Apt Elev	1121

GPS RWY 32

WEBSTER CITY MUNI (EBS)

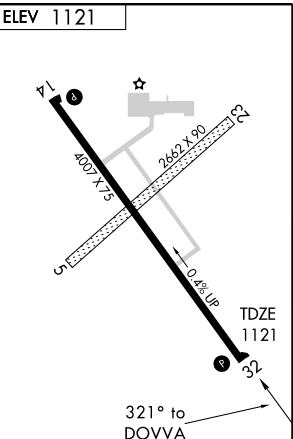
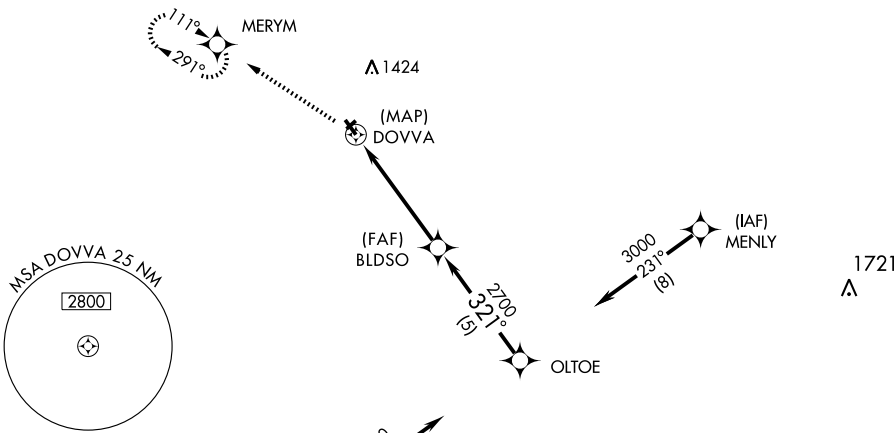
NA

MISSED APPROACH: Climb to 2800 direct to MERYM WP and hold.

AWOS-3
127.825

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)



REIL Rwy 14 and 32
MRL Rwy 14-32

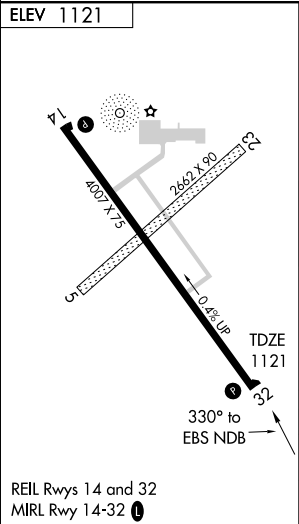
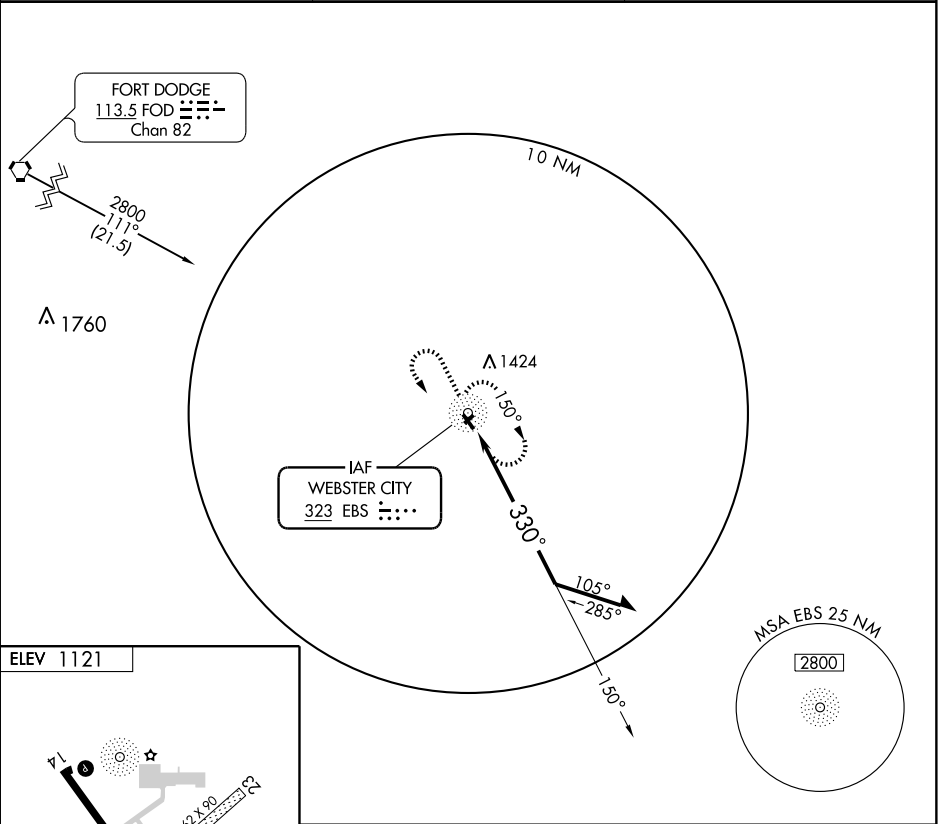
2800	MERYM		OLTOE			
			3000			
		BLDZO	Procedure Turn NA			
		DOVVA				
		321°				
		2700				
		5 NM	5 NM			
CATEGORY	A		B	C	D	
S-32	1480-1		359 (400-1)		NA	
CIRCLING	1540-1		1580-1	1580-1½	NA	
	419 (500-1)		459 (500-1)	459 (500-1½)		


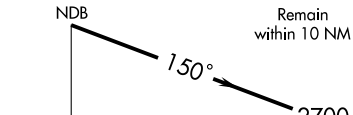
NDB EBS 323	APP CRS 330°	Rwy Idg TDZE Apt Elev	4007 1121 1121
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NDB RWY 32
WEBSTER CITY MUNI (EBS)

▲ NA	MISSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.
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AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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2700				
CATEGORY	A	B	C	D
S-32	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA
CIRCLING	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA

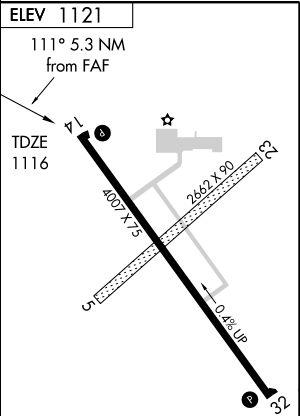
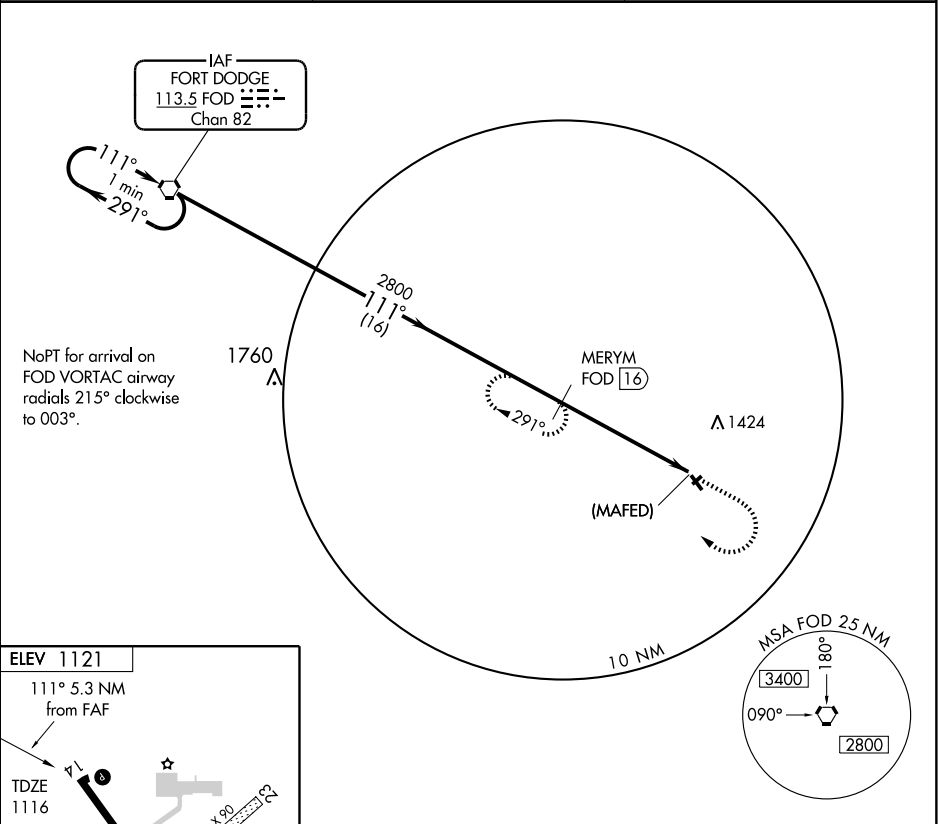
VORTAC FOD	APP CRS	Rwy Idg	4007
113.5	111°	TDZE	1116
Chan 82		Apt Elev	1121

VOR/DME or GPS RWY 14

WEBSTER CITY MUNI (EBS)

MISSED APPROACH: Climb to 2800, then right turn via FOD R-111 to MERYM/16 DME and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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REIL Rwy 14 and 32
MIRL Rwy 14-32 0

One Minute Holding Pattern				
VORTAC				
2800 ← 291° 111° → 111° → 2800				
16 NM 5.3 NM				
MERYM FOD 16 (MAFED) FOD 21.3				
2800 MERYM INT				
FOD R-111				
CATEGORY	A	B	C	D
S-14	1640-1 524 (600-1)	1640-1¼ 524 (600-1¼)	1640-1½ 524 (600-1½)	NA
CIRCLING	1640-1 519 (600-1)	1640-1¼ 519 (600-1¼)	1640-1½ 519 (600-1½)	NA

GPS RWY 17

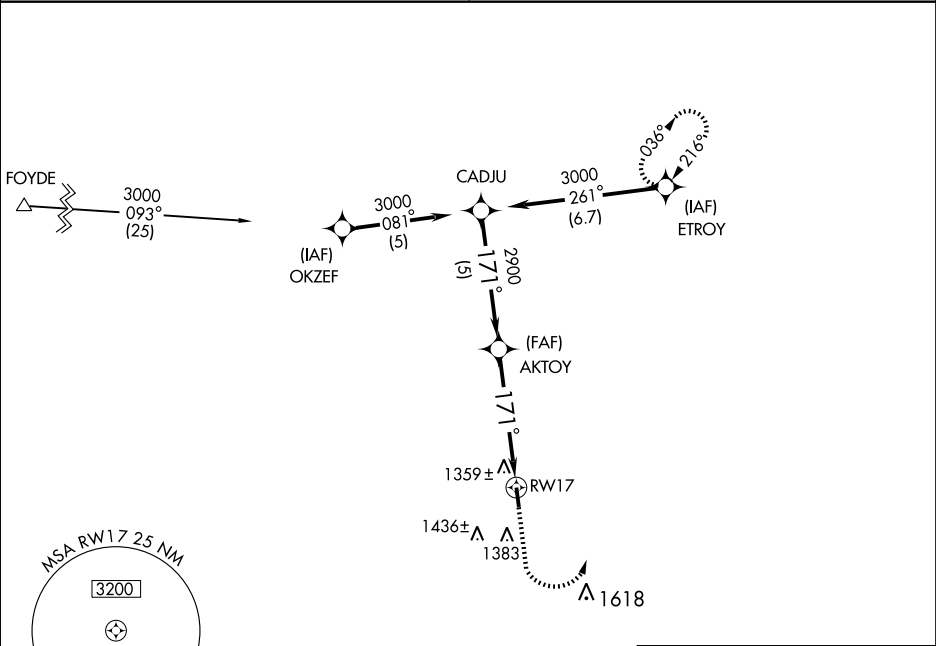
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

APP CRS	Rwy Idg	4248
171°	TDZE	1232
	Apt Elev	1232

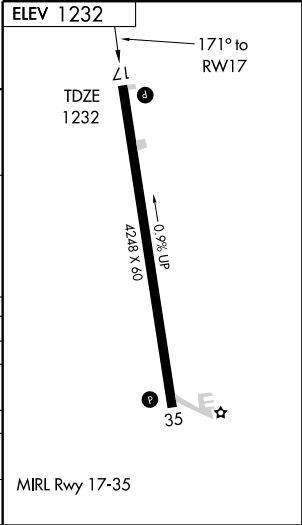
Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting.
Descent angle NA with Waterloo altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ETROY WP and hold.

MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA CADJU				
3000 171° AKTOY 2900 3.06° TCH 45 RW17				
5 NM 5 NM				
CATEGORY	A	B	C	D
S-17	1620-1 388 (400-1)			NA
CIRCLING	1700-1	468 (500-1)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-17	1760-1	528 (600-1)	1760-1½ 528 (600-1½)	NA
CIRCLING	1840-1	608 (700-1)	1840-1¾ 608 (700-1¾)	NA

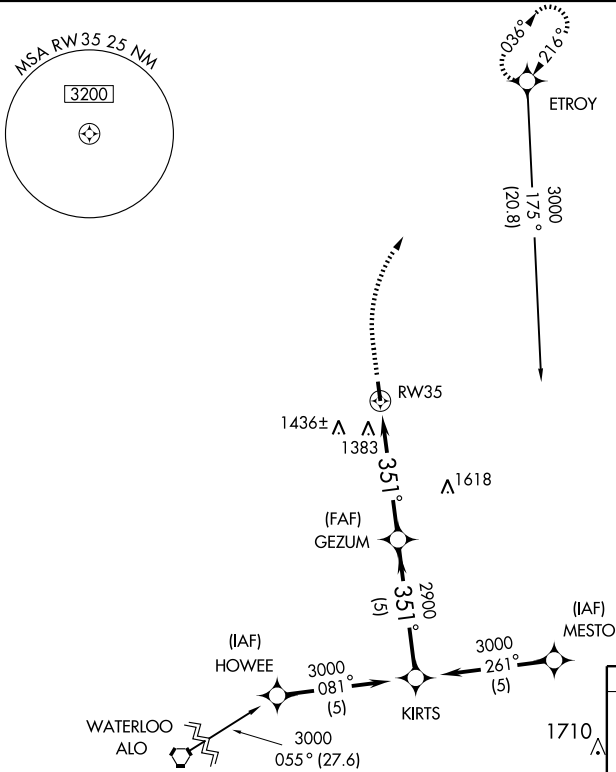


GPS RWY 35

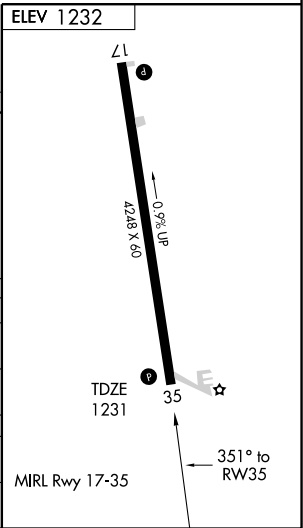
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

APP CRS	Rwy Idg	4248
351°	TDZE	1231
	Apt Elev	1232

<div><div>▼</div><div>▲ NA</div></div> <div>Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting. Descent angle NA with Waterloo altimeter setting.</div>	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ETROY WP and hold.
MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0





<div><div>2000</div><div>3000</div><div>ETROY</div></div> <div>RW35</div> <div>GEZUM</div> <div>KIRTS</div> <div>Procedure Turn NA</div>				
CATEGORY	A	B	C	D
S-35	1640-1	409 (500-1)	1640-1¼ 409 (500-1¼)	NA
CIRCLING	1700-1	468 (500-1)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-35	1780-1	549 (600-1)	1780-1½ 549 (600-1½)	NA
CIRCLING	1840-1	608 (700-1)	1840-1¾ 608 (700-1¾)	NA

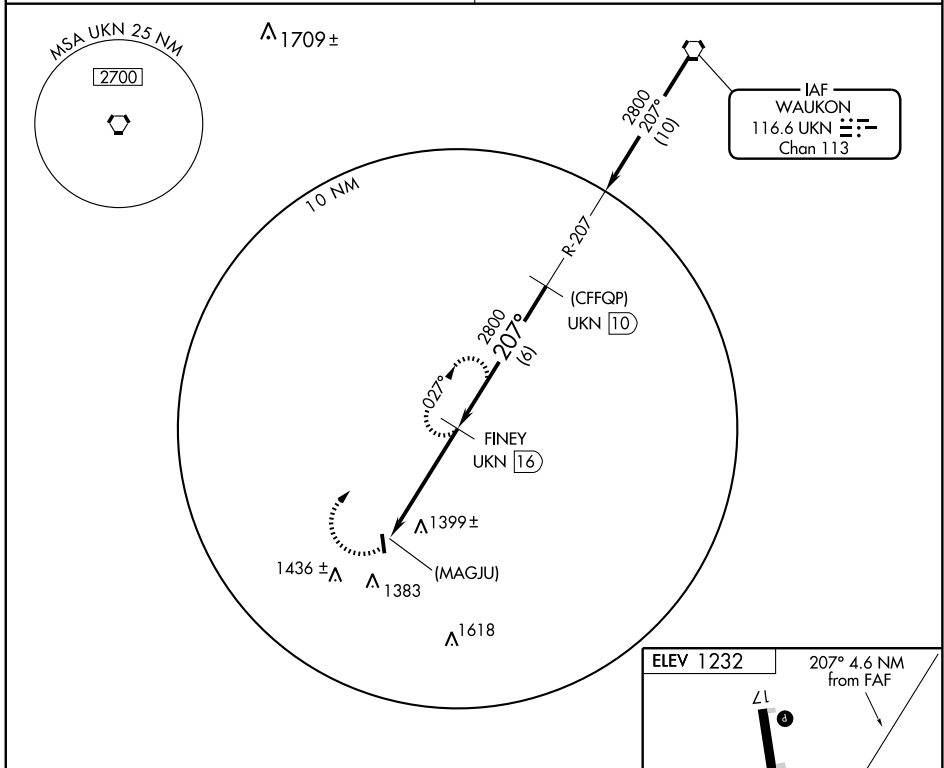


VORTAC UKN 116.6 Chan 113	APP CRS 207°	Rwy Idg TDZE Apt Elev NA NA 1232
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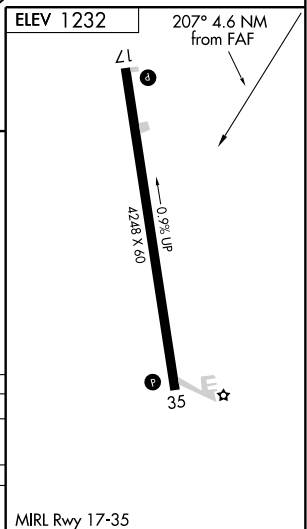
VOR/DME or GPS-A

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

 Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting.  NA	MISSED APPROACH: Climb to 2800, then right turn via UKN R-207 to FINEY 16 DME and hold.
MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0



2800	UKN R-207	FINEY UKN 16 DME	Procedure Turn NA	
(MAGJU) UKN 20.6				
	4.6 NM	6 NM		
CATEGORY	A	B	C	D
CIRCLING	1700-1 468 (500-1)	1700-1¼ 468 (500-1¼)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 608 (700-1)	1840-1¼ 608 (700-1¼)	1840-1¾ 608 (700-1¾)	NA



VORTAC DSM 117.5 Chan 122	APP CRS 069°	Rwy Idg TDZE Apt Elev 1110	N/A N/A 1110
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VOR/DME or GPS-A

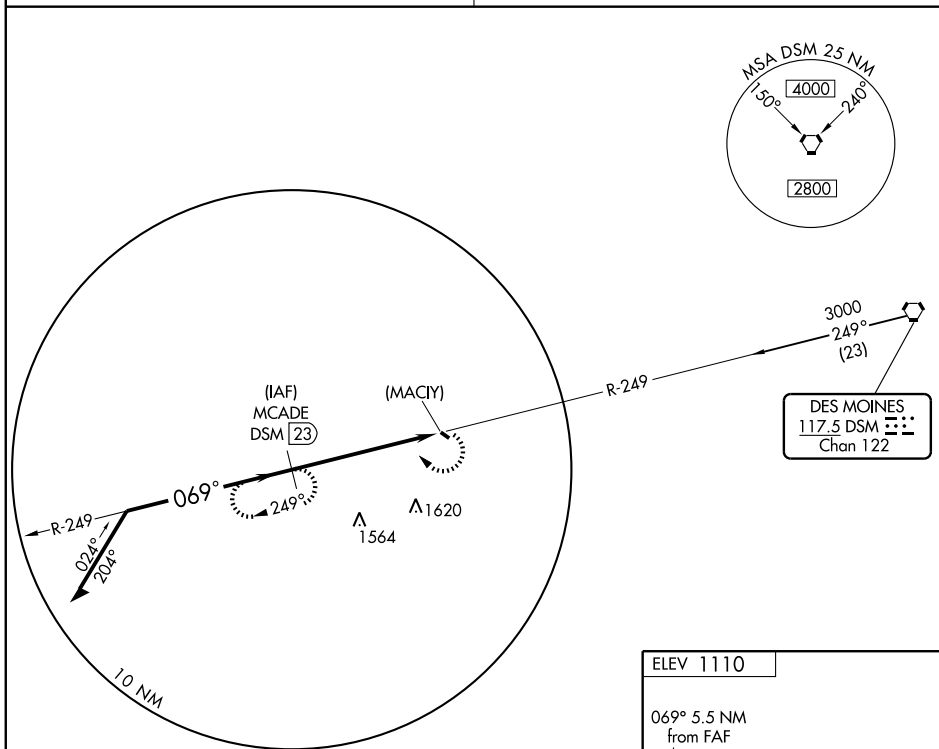
WINTERSET-MADISON COUNTY (3Y3)

NA Use Des Moines altimeter setting.

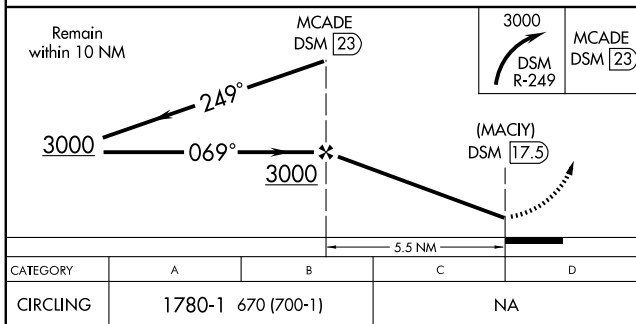
MISSED APPROACH: Climbing right turn to 3000 via DSM R-249 to MCADE/23 DME and hold.

DES MOINES APP CON
135.2 360.7

UNICOM
122.7 (CTAF) 0



Λ 1725



MIRL Rwy 14-32 0